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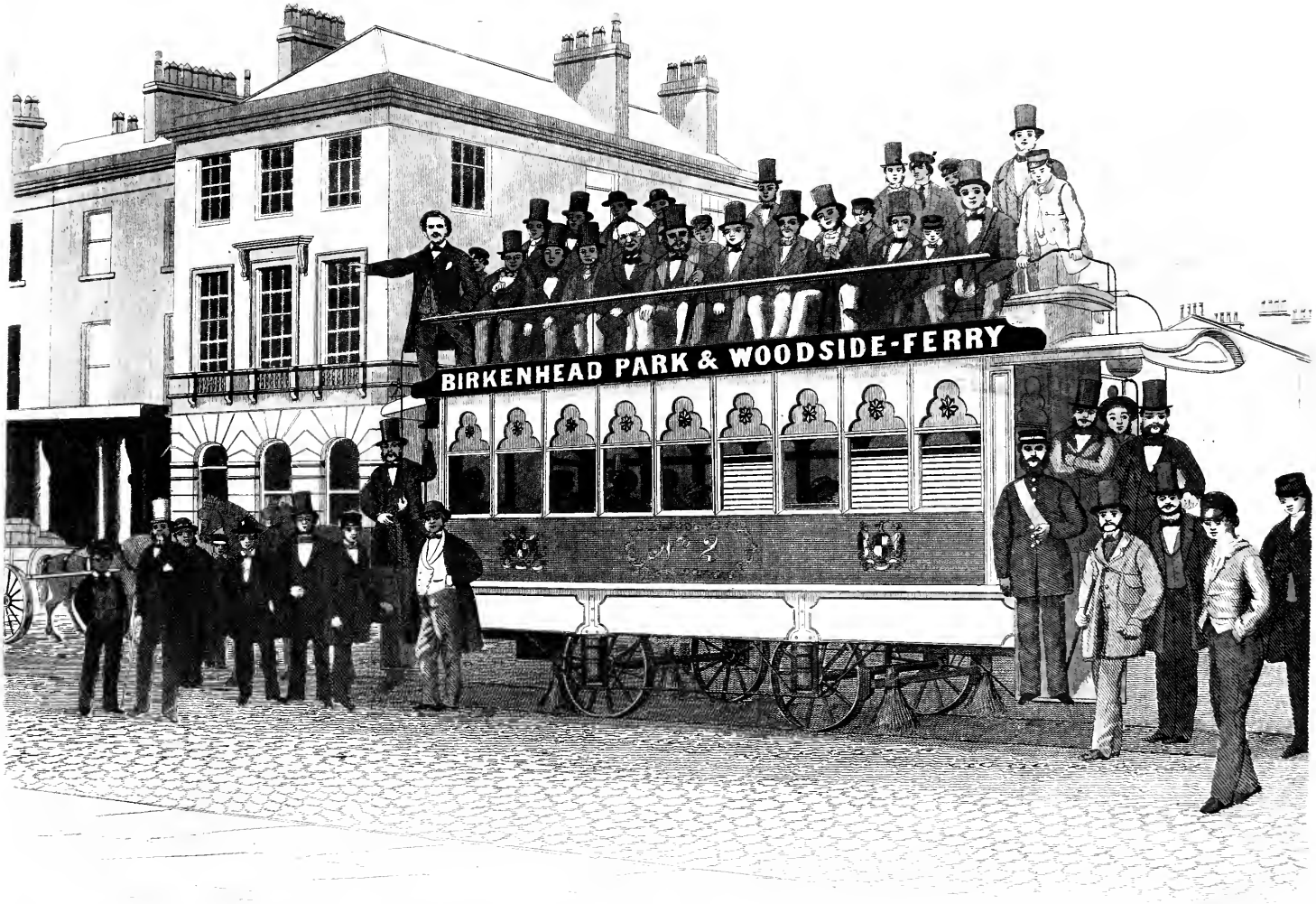
Rippon, George Palmer
Street railways in London.

BIRKENHEAD



FROM A PHOTOGRAPH TAKEN AT THE INAUGURATION OF THE FIRST STREET RAILWAY IN EUROPE.

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STREET RAILWAYS IN LONDON.

REPORTS OF DEBATES

IN THE

VESTRY OF SAINT MARY'S, LAMBETH,

UPON THE APPLICATION OF

GEORGE FRANCIS TRAIN, ESQ.,

OF BOSTON, U.S.,

TO ESTABLISH

STREET RAILWAYS IN LONDON:

WITH

OPINIONS OF THE PRESS.

By George Palmer Rippon,

Short-hand Writer and Reporter to the London Press.

London:

PRINTED BY GEORGE HILL, WESTMINSTER ROAD, LAMBETH. (S.)

1860.

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INTRODUCTION.

In order to afford the greatest facility for enquiry into the subject of Street Railways, Mr. Train has been the means of distributing reports of the various debates upon the question, broad-cast over the United Kingdom; thus enabling the intelligent people of this country to judge of the worth of his system by the weakness of his opponents' arguments, and to see that by its adoption in our crowded cities the inhabitants will secure a great economy in the cost of repairing the roads, and in horse-power; more comfort and speed than in the present omnibus travelling; and a material removal of obstructions by a better classification of the traffic.

Towards the close of the past year Mr. Train made formal applications to various of the Metropolitan Vestries and District Boards for permission to construct Street Railways upon his patented system in certain leading thoroughfares under their jurisdiction, amongst which was one to the populous parish of St. Mary, Lambeth. It was to the effect that having introduced Street Railways into this country at Birkenhead, obtained permission to do the same in Manchester and Birmingham, and being then negotiating with the authorities of Liverpool, Dublin, Glasgow, Edinburgh, and Aberdeen, he was desirous of further demonstrating the system by a trial line in London. He thereby applied for permission to lay down a double line from Westminster Bridge to Kennington Park. The whole to be done at his own cost in a way satisfactory to their Surveyor; and whilst he knew that the rails would present no obstruction to traffic he was yet prepared to undertake to remove them at his own expence, and re-instate the road in case of their proving to be a public inconvenience.

Upon this application Mr. Hill moved, in Vestry, for the appointment of a Committee, which was carried. The following gentlemen constituting this special Committee—Messrs. Hill, John Williams, F. H. Fowler, and H. Akerman—then went to Birkenhead, and having minutely inspected the Street Railway in operation there, reported in its favour to the Vestry. The Report, together with the result of the animated and lengthened debates that ensued upon its being laid before the Vestry, will be found in the following pages.

Lambeth Vestry Meeting.

On Thursday evening, November 8th, 1860, at Six o'clock precisely, an ordinary Meeting of the Representative Vestry of the extensive and populous Parish of Lambeth was held at the Vestry Hall, Kennington Green, for the purpose of taking into consideration, amongst other matters, a Report, from the Committee appointed to report upon the propriety of introducing Mr. George Francis Train's system of Street Railways into that parish.

The following is a list of the Vestrymen present:—

Mr. Burrup *(in the Chair)*, Messrs. Lemon, Plews, Hagger, Wickson, Campion, Goddard, Easter, Davis, Atlee, H. Doulton, Bartlett, Selby, Fowler, R. Jones, Tout, Nixon, Webber, F. Doulton, Rhodes, Swete, Shaw, Jesse Jones, J. Jones, Osborne, Funnell, G. Taylor *(Churchwarden)*, Akerman, Gibbins, J. Williams, Watkins, Plaskett, W. Harris, Wade, Redman, Elt, Henton, Barnard, Orme, Hill, Wise, Turner, Wood, Jeffree, Lewis (*Churchwarden*), C. Evans, J. Doulton, J. Jarvis, Hull, Joy, Benoiment, Hodgson, Stiff, Wells, Giles, Foulsham, Trew, Tully, Sandman, R. Taylor, Fearis, Stratton, R. B. Williams, Millis, Holland, Knight, and Rev. W. Bean.

Mr. G. F. Train, the patentee of Street Railways, accompanied by his surveyor, Mr. George Barclay Bruce, and Mr. Charles Hathaway, of Philadelphia, U.S., the principal constructor of Street Railways now in successful operation in that country, were present, and accommodated with seats upon the platform. Mr. Train, in the course of the evening, exhibited a beautiful Model Tramway and Car, as well as an elaborate plan of half a street. The gallery was filled with Ratepayers, who seemed to manifest much interest in the proceedings.

After the dispatch of other business of a routine character, the Vestry Clerk read the following Report:—

"The Committee appointed to consider and report on the proposal of Mr. G. F. Train to construct a Street Railway between Westminster Bridge and Kennington Park, respectfully inform the Vestry, that they have had several meetings to discuss the scheme, and after having considered all the objections that had been urged against its adoption, the Projector and Engineer attended one of the Committee Meetings to give answers to any questions that might be put, and by means of plans and models to render every explanation required of them.

Two important points presented themselves at the very outset, in relation to which the Committee required to be satisfied before proceeding further in their enquiries. The first was the necessity of proper security being given to the Vestry, in case the scheme proved unsuccessful after the lines had been laid down that they should be removed and the roads restored to their former state at the expense of the Projector; and,

secondly, should the right of the Vestry to delegate the necessary privilege be disputed in a court of law, that the Vestry should be indemnified from all expense in defending the exercise of that right. On both these points the Projector expressed his willingness to enter into bonds. And with regard to the restoration of the roads, the Committee suggest that the two Surveyors should prepare an estimate of the probable cost, so that a bond may be given for that amonnt. Although the Vestry will be secured against pecuniary risk arising out of any litigation that interested parties may promote, the Committee contend that the Vestry have the right to pave the streets and roads of the parish either with wood, stone, or iron; providing it does not interrupt the public traffic, or be productive of danger.

The two principal objections urged against the scheme, and upon which your Committee felt it necessary to be satisfied before coming to any conclusion, were:—First, whether there would be any obstruction to the ordinary traffic of the highway, consequent upon the laying down two lines of rails in the centre of the road? Secondly, Whether by placing rails along the street, passage across would be rendered difficult or dangerous, and consequently the public rights of the highway would be interfered with?

Your Committee found, upon actual inspection of the lines of rails laid down *at Birkenhead*, that *there is no obstruction* to the ordinary traffic, but on the contrary the facilities of transit are increased. The rails are laid down almost at a level with the pavement, and so constructed as to present scarcely any ridge, and the whole surface of the road is just as available for ordinary traffic as it would be if no line of rail was laid down. In practice the usual rule of the road is not interfered with. Any vehicles passing along can either use the line of rails or the side of the road, as the driver may think proper. If they are using the rails and overtake the omnibuses, they have to move off, and keep to the outside as in ordinary cases, and when they have passed they can re-enter the line of rails, there being just as much room to pass and repass as if no rail had been laid down; and thus, so far from the tramway forming any obstruction, a much greater amount of traffic can be accommodated.

Referring to the second objection, the Committee found, on examination, that no danger could be apprehended from such a course The rails are roughed, so as to prevent slipping, and the ridge to contain the sides of the wheels does not project upwards more than $\frac{5}{8}$ths of an inch, while at the same time the lines of rails are kept upon the same level as the surface of the road. The omnibuses patented by Mr. Train, and which are running at Birkenhead, are provided with breaks, which enable the coachman to stop more quickly than the omnibuses do on the ordinary road; while there is much greater facility of entrance and egress given to passengers.

Having, then, disposed of some of the difficulties and objections that presented themselves, the Committee proceeded to consider the *practicability* of the scheme, the *benefit* to the Parish by its adoption, and the *convenience* it would be to the public.

A Sub-Committee have had ocular proof of its practicability. On the 30th of August last, Street Railways were inaugurated at Birkenhead, where there are about two miles of double rails laid from Woodside Ferry to the Park. In that route there are inclines and curves of a formidable character; yet one pair of horses take a remarkably spacious, convenient, and handsome saloon omnibus up an incline of one in twenty, and round corners that are almost right angles. The route is intersected with important streets,

and vehicles of all sorts and sizes use the lines, cross and recross them without danger or difficulty. The Committee drove a hackney coach across the lines, and crossed and re-crossed the lines, both at right and acute angles; where the lines were curved, as well as where they were straight. No difficulty was experienced in getting into the omnibuses while they were in motion, climbing on to, and even walking along the roofs.

There can be, the Committee apprehend, but little serious doubt existing in any unprejudiced mind of the benefit which the introduction of Street Railways to the parish will secure, especially when it is borne in mind that the Projector will take upon himself the expense of making and keeping in repair about fifteen feet of the crown of the road on which the lines are laid; a relief to the rates which the expiration of the Surrey and Sussex Trust Act will very soon greatly increase. It will be the practical adoption of a sound principle, that those who use the roads should keep them in repair.

To the public, the new omnibuses will not only prove to be a convenience, but also a luxury. They are very highly esteemed both in America and at Birkenhead, and are very superior to the omnibuses now in use. When full, there is ample room for passengers to walk up and down without incommoding each other. They have an ease of motion, and a regularity of speed that cannot fail to give satisfaction. There is an absence of loitering and furious driving, without the possibility of there being any of those dangerous omnibus races that now take place in the streets of London. Indeed, the Committee are fully convinced, that many of the objections which have been urged against the project will vanish, so soon as the first new omnibus makes its appearance in the Westminster Road.

Your Committee therefore earnestly recommend the vestry to adopt Mr. G. F. Train's proposition, and suggest that the Committee should continue to act until the scheme has been properly carried out."

Dated this 5th day of November, 1860.

George Hill.
John Williams.
Francis H. Fowler.
Hy. Akerman.

Mr. HILL, in rising to move the adoption of the Report, read a Letter he had received from Mr. Train, which was dated on the 29th ult., and which was to the effect that he (Mr. Train) had been misrepresented in a daily paper as to the Lambeth Vestry having agreed to give him permission to lay down a line of rails in the Clapham Road. What he stated was in effect, "that the Committee of the Lambeth Vestry expressed themselves pleased with the Birkenhead affair, and would no doubt permit him to lay down a line in the Clapham Road." (Hear, hear.) He (Mr. HILL) then said: If, after having been the means of getting this Vestry to give a serious consideration to the proposition before us, I had discovered in the course of the inquiries we had made, that there was any doubt of the practicability of the scheme and of the benefit it is likely to be to the parish, I should have felt myself bound to avow that doubt, and to caution the Vestry against having anything to do with it; but it is because the convic-

tion I first had of the utility and benefit which its adoption would be to the parish, has been deepened by the consideration I have given to the matter, I now with full confidence and without any hesitation ask the Vestry to adopt the Report which has just been read. (Hear, hear.) Sir, Mr. Train has been as fortunate in making his application to the Lambeth Vestry as he was *un*fortunate in making a similar one to the aristocratic parish of Mary-le-bone—where the influence of Lord Llanover is considerable, and where it has been exercised against the adoption of the scheme—for here, in one of the largest, and I suppose one of the most respectable Vestries—(laughter)—there are no lordly magnates to dictate and to threaten. (Hear, hear.) We have no Lord Portman, or his representative, in league with threatened interests, entering their factious opposition to street reform, as was done in Mary-le-bone. The exhibition in Mary-le-bone Vestry reminded one of the opposition which has been made to every invention or improvement—to the employment of steam—(hear, hear)—to the introduction of gas to the streets and shops of the metropolis—and also of that vast net-work of railways, without which England could not carry on her commercial enterprizes—(cheers)—and I suppose that to the end of time there will be the same prejudice, timidity, and obstinacy arraying themselves against every improvement, but always destined to be swept away by the tide of public opinion. (Cheers.) But the absence of aristocratic opposition is not the only thing in Mr. Train's favour. Lambeth is eminently suited for a trial of the scheme. (Hear.) Besides being the seat of extensive manufactures, it contains some important thoroughfares connecting, as the Vestry is aware, the southern suburbs with the West End, and the West End with the Crystal Palace. Those roads are spacious, without any curves that are worth consideration, and not so intersected by important streets as some thoroughfares are. (Hear.) There is also another fact favourable to the adoption of the scheme. Heavy as are the rates in this parish, we are threatened with a serious increase—an increase which, I can assure Mr. Rhodes, will not be below 2½d. in the pound, for next year the Surrey and Sussex Trust Act will expire if the Parliamentary Session should continue until August. Gentlemen, that is an important fact—(hear, hear)—and, judging from what I witnessed when giving evidence before the Royal Commission on Turnpike Roads, the character of the Report which they presented to Parliament, and from the hints that have been dropped, there will be no attempt upon the part of the Legislature to renew the Act, but to allow this and neighbouring parishes to keep all their roads in repair, which we shall then be bound to do according to the common law. (Hear, hear.) Now the fact which above all facts commends this scheme to our approval—and which we, as the guardians of the parochial purse, cannot overlook—is the relief it will afford us to meet the heavy expense of keeping our roads in repair. Perhaps £500 per mile is not too much to put down as the annual cost of keeping such a road as the Westminster Road in repair. [Mr. Akerman: "Double that."] Mr. Akerman, who has had much experience in road-making, says it is £1000 per mile; well, that strengthens my position. Now the double

of rails and the space between the up and down rails will take 13½ft. of the centre he road; and as almost any vehicle can run upon the rails, what an enormous wear tear will be saved to the parish, for the projector will not only keep the lines and space between in repair, but also one foot on either side of the rails, making altoge- 15½ft. (Cheers.) I ask this Vestry, if Mr. Train will really keep in repair our roughfares to the extent of fifteen feet of their width, whether it is not an important sideration in the saving of our rates to have his scheme introduced? Allow me to , that is not all the advantage to be realized by the parishioners, for there will be noise and dust, and all other vehicles can use the trams and will be proportionally efitted by it. (Hear, hear.) In fact it will be a saving to the parish of thousands of nds. With regard to the Birkenhead Railway, while at Birkenhead we closely in- igated its working, and found from actual trial (for, fortunately, we had with us a st experienced "whip" in Mr. Williams) that the rails were neither dangerous nor tructive. (Hear.) Our friend Mr. Williams drove us over the rails all sorts of ways. went on the lines, across the lines, at right angles and acute angles, and indeed tried very way to see if it were possible to injure the wheels of the vehicle, and found it ossible. (Hear.) With these unmistakable facts before us, what can be the objection trial line in Lambeth? (Hear, hear, hear.) There (continued Mr. Hill, pointing drawing fastened to the wall) is a plan half-size the width of the Westminster d. Let any gentleman examine it for himself, and say if there is not ample room on each side of the rails for vehicles of every kind to pass and repass. Sir, a battle have to be fought some day between the Metropolitan ratepayers and the Govern- nt. Oh that the Vestries—instead of weakening themselves by internal dissensions petty personalities—would gird themselves for the fight! The London ratepayer docile animal, yet surely he will not always consent to the increase that is being de to the rates, but will be stimulated at last to resistance. Well this scheme will e us indirectly what the Government withholds. All the duties upon horse power into the Imperial Exchequer, while the parishes have to keep the streets and roads repair without receiving one farthing from the Government. But here you have the ognition and practical adoption of the principle—that those who use the roads should p them in repair. (Hear, hear.) Sir, the most eminent engineers are with Mr. in in this matter—the press almost without an exception sides with him—and now complete his success in the establishment of the scheme throughout the country, may e allowed to say that he only wants the Lambeth Vestry also on his side? (Laughter l applause.) That the plan will be adopted extensively in London, is only a matter time. It is adopted on Westminster Bridge, but in its most objectionable form—it in vogue in Liverpool, in a less objectionable form—while in America and Birkenhead is a complete success. In Philadelphia there are 160 miles of rails, and during the r 1858 the enormous number of 34,000,000 of passengers passed over the horse- lways of New York and Brooklyn; that is to say, as many as the population of the

United Kingdom, and Australia thrown in as a makeweight. With such facts as these to appeal to, how can any one say, that the proposal is either impracticable or dangerous? (Cheers.) The sum of the whole matter is this—the scheme is practicable—free from danger—highly convenient—well-timed, and will prove beneficial to Lambeth. As the representatives of 120,000 persons, let us give to it a calm consideration. I hope that no ridicule, personality, or sophistry will be imported into this debate; for however pleasant those things may be to some persons' palates, they throw no light upon any subject, furnish no information, but very frequently warp the judgment. This is a subject worthy of our best consideration, and I hope this Vestry will set an example to other Vestries, and show that a free institution—a local self-governing body, with the utmost licence of speech, without inspiration from the Government, or the inspection of the Government—can address themselves to an important question, in a spirit and with a business ability worthy of their position and of the great parish which they represent. (Applause.)

Mr. WILLAMS seconded the resolution.

Mr. GILES: Although I am not prepared to oppose this resolution, as it may be a very excellent scheme, and everything stated by the mover may also be borne out, yet, I think, we ought to have time to consider as to the immediate adoption of the measure, and therefore I will suggest whether the Report had not better be printed and placed in the hands of each vestryman, and taken into consideration at our next Vestry meeting. (No, no). Very well that is my amendment. If this very voluminous Report on the proposed tramways was expected, generally, to be discussed on the present occasion, I think, most certainly, we should have had a very much larger attendance this evening. No one could, for one moment, have supposed such an important proceeding would have been brought before us for decision now, as the Agenda paper says nothing to imply that it would be decided upon to night. (Cries of yes, yes). I must say insufficient notice has been given, for if we had a knowledge of the fact that this Report was coming up, I, for one, should have attended the Clerk's office to carefully look at it, the whole contents of which I cannot possibly remember by simply having it read before us. I say, sir, by postponing this for consideration at our next meeting, the Ratepayers, who have a right to be heard upon this subject, would then have an opportunity to either advocate the scheme of Mr. Train, or protest against it. My desire in moving this amendment is simply that we shall have an opportunity of fairly and fully discussing an important question like this on its actual merits. (Hear.)

Mr. GODDARD: In seconding that amendment, allow me to say, I do so upon two grounds. First, that I feel we ought not to enter into the question until the shopkeepers of the line of route are afforded an opportunity of expressing an opinion, and we have heard the gentlemen interested in this concern, and then it should be taken into consideration. Second, that to-day I happened to buy a copy of the 'Daily News,' for the purpose, sir, of reading that splendid speech of

Garibaldi recorded there. But, sir, on scanning this paper, and turning to the other ide, I saw an extract from the 'Liverpool Mercury.' Now Birkenhead, I believe, is he touchstone of this matter, and I find here, sir, (in the 'Daily News,') a report from he 'Liverpool Mercury,' that a large and influential portion of the inhabitants are gainst the Birkenhead Street Railway, and particularly desire it to be lifted. With our permission I will read the extract to which I allude. (Hear, hear.) It is headed, 'Opposition to the Street Railway in Birkenhead," and reads as follows:—"A large and nfluential portion of the community of Birkenhead and the neighbourhood are moving n opposition to the Street Railway system as at present existing at Birkenhead. Most of hese gentlemen are greatly interested in the prosperity of the Cheshire side of the river nd were in favour of giving Mr. Train's system a fair trial, but finding after some expeience, that the rails at present laid down are not only highly inconvenient to the traffic, ut positively dangerous, especially at the curves, they have petitioned the Commissioners f Birkenhead upon the subject, in the hope that it may not be requisite to take stronger neasures to obviate the evil. A deputation consisting of the Rev. A. Knox, Samuel Stilt, S. Bailiff, Septimus Ledward, and Edward Bevan, waited apon the Commissioners n Tuesday morning, to present a petition, of which a copy is subjoined:—'To the Chairman of the Commissioners of Birkenhead. Sir, We, the undersigned inhabitants f Birkenhead, Claughton, Oxton, and the neighbourhood, whilst anxious to promote he prosperity of the district, and unwilling to oppose any measure likely to benefit the ommunity at large, desire to express our decided objection to the appropriation of the ublic highway to Street Railways. We consider the Street Railway as at present conructed, is highly dangerous for horses, carriages, carts, &c., especially at the curves, nd we think it manifestly unjust that we should thereby be deprived of the use of the ublic roads. This is the practical effect of the rails as at present laid down in the treets, which we are compelled to avoid if we would escape danger and injury. You re doubtless aware of the numerous accidents that have taken place, and, as we are onstantly liable to a repetition of them so long as the cause exists, we respectfully call pon the Commissioners to take the necessary steps to abate the nuisance, or to restore he streets of Birkenhead to the purposes for which they were originally constructed.' " Now, sir, I am not prepared to say whether it is right or wrong, but that meets my ye, and these are my grounds for supporting the amendment. And I think I have an nquestionable right, on the grounds I have stated, to ask for an earnest, as well as he gravest deliberation on the part of this Vestry in considering that Report. (Hear, ear.) By adopting this amendment of Mr. Giles, it will give us a fortnight for the entilation of the question, and as it cannot, if decided upon, come into operation till fter the Trustees Act expire—(Cries of Oh, yes it can.) And even if that is the case, s some of you seem to think, which I do not, under all the circumstances of the case I hall most certainly support the adjournment.

Mr. F. DOULTON : As far as I am concerned, I should be prepared to support the

motion now, only it is my opinion that if the subject is considered next Vestry, we shall have an unanimous opinion of the Ratepayers in its favour. (Hear, hear.) Feeling assured of that, and believing it to be better to have unanimity, the proper course, in my opinion, to be taken here to-night, would be to adjourn the question for that purpose, and, as we are favoured with the attendance of Mr. Train and the other gentlemen who accompany him, if any gentleman desires to ask him any questions upon the matter, or if he has any remarks to offer, we shall be very glad to hear them. From all I know of the success attending his plan at other places, I fully believe, if tried in Lambeth, it will meet with the unanimous approval of the Ratepayers. (Hear, hear.) It is proper now before we enter into the discussion to hear these gentlemen. And now I will beg to suggest an alteration of Mr. Giles' amendment, namely, that the question be adjourned to this day fortnight, and if Mr. Train can explain anything about that paragraph alluded to by Mr. Goddard, the Vestry I am sure will be very glad to hear him. (Loud cries of hear, hear.)

Mr. GILES readily consented to alter his amendment as suggested, and some remarks having been made by Mr. AKERMAN, in effect that he saw no difficulty in successfully carrying out the plan,

Mr. FOWLER supported the adjournment, not as an amendment, but as a suggestion. He said, I have been to Birkenhead, and was very pleased with the Street Railway I saw there, and yet it must be borne in mind that the lines of rails laid down at Birkenhead are very different to those to be laid here, because numerous curves exist there, but here we have no curves greater than an arc of thirty degrees, and therefore any objections raised against sharp curves would be done away with throughout the line under consideration at Lambeth. I am very sure that the more attention the gentlemen of this Vestry give to this matter, the greater will be their desire to have it, not only in this parish, but throughout the metropolis. (Hear, and applause.) For my own part I do hope this adjournment will take place, because I am convinced that at the next meeting the Vestry will readily adopt it, and by such a course will be in the van-guard of progress by thus supporting a great public improvement much needed for our overcrowded thoroughfares. (Renewed applause.) It will highly improve property, and be a great advantage to London in many ways, and after a fair trial, it will be much approved of I have no doubt throughout the line of route.

Mr. ROBERT TAYLOR thought if the Meeting had agreed to an adjournment of the question the discussion should now cease.

Mr. KNIGHT said, I really think it will be very desirable to have the opinion of the inhabitants of Birkenhead, and I would suggest that the Clerk write to the Commissioners of that town to enquire into the actual working of these Street Railways, and of the facts concerning this memorial in opposition. I have no objection to the enquiry being as comprehensive as possible, for I think there can be but one opinion with regard to these Street Railways, and that is, can they be successfully worked to

the public advantage? (Hear, hear.) If so, then no doubt the people of this parish, and the inhabitants of the metropolis generally, will be desirous of having them laid down as soon as possible. Yet, anxious as I am that this board should seize upon any scheme brought before them that would be advantageous to the ratepayers, I should not like to have it thought that we are an enthusiastic set of Vestrymen who are too ready to adopt a proposal without proper consideration. At all events here is a strong memorial against Mr. Train's railway at Birkenhead, and therefore I think it is very proper we should communicate with the Birkenhead Commissioners without delay.

At the wish of the meeting to explain in reference to the memorial alluded to,

Mr. GEORGE FRANCIS TRAIN said, I saw the paragraph the gentleman has read in to-day's 'Daily News,' and I had in my possession, at the same time, the Liverpool paper, giving a full repert of the proceedings in reference to my Street Railway at Birkenhead. But why the 'Daily News,' gave that extract and left the other portion out I do not know. (Hear, hear.) I can only say that one memorial went in to the Commissioners signed by 200 or 300 only against my plan, and another signed by 2000 or 3000 in its favour. This opposition movement partakes of a religious character, and the reverend gentlemen who opposed it did so on the ground that my cars were run on Sunday, and in part proof of this being the main cause of the memorial, I will here state to you, gentlemen, that I have just received several anonymous letters from Birkenhead, saying I must stop my cars running on the Sabbath altogether, and if I would consent to do so the oposition would cease. (Loud cheers.) I now only run my cars on Sunday afternoons, and I do so because the majority of the people there said it was proper they should run on an afternoon, as it would be an economy in horseflesh, and a great public convenience in various ways. It thereby did away with a greater number of vehicles, and caused less noise and confusion round the public houses than there was before, and on that ground I run them on the Sunday afternoon. (Hear, hear.) Since my experimental line has been in operation, petitions have been sent in to the Commissioners to allow me to extend the line of route, and another petition, I should tell you, has just gone in praying for a further extension all over the town, so highly is my plan approved. This is shown in that report in the paper quoted here to-night, which I should be very glad to send the gentleman a copy of, showing, as I have stated, that my Railway is to be extended all over Birkenhead. I am very glad to assure you that a reaction has taken place there in my favour. (Applause.) I will send the paper containing a verbatim report on the matter referred to, to your Chairman to-morrow, and he can see what I have stated for himself. An attempt has, no doubt, been made to oppose any extension of the line, and since its working I have reasons to believe that no accidents have been caused by the rails. I have had bills sent in for five accidents during the period of its operation, the sum total of which amounted to £11 10s., and I have been recommended not to pay them, being creditably informed by the Commissioners that they were the results of conspiracy. (Hear.)

Mr. WADE said the inhabitants of the Westminster Road were favourable to the scheme. (Hear, hear.)

Mr. J. JONES: Perhaps Mr. Train will state to us if he represents a company?

Mr. TRAIN: No, sir, I represent no company; I have large capitalists connected with me, but I alone am responsible. I take the entire responsibility of fifteen feet of your road, and if my rails are a nuisance, it is only for four weeks' time, and I reinstate the road entirely at my own expense, and I will place sufficient money in your hands for security. (Hear, hear.)

Several Vestrymen stated that was very satisfactory and nothing could be fairer.

In answer to a question of Mr. J. Jones, Mr. Train said, to avoid the difficulty raised by an opening to the sewers longitudinal sleepers would be laid to divert the traffic. But any difficulties of that kind, which however he had no fear of, he was sure the engineering talent of this country would assist him in getting over.

Mr. RHODES: Provided permission is given you, supposing if coal waggons or carmen get on this tram, is there any power at your disposal to get them off again, or are you to have an exclusive use of this road?

Mr. TRAIN: If a coal cart or heavy dray gets upon the road in front of my car, we must feel our way along; but I think those draymen are so unaccustomed to a little politeness that it would not be misapplied, and would be the means of getting them to oblige me by moving off. And it is really a question whether one man can obstruct sixty men for any long period, certainly he must give way ultimately. (Hear, hear.) I would say also we are going to Parliament for a permissive Bill to afford parishes the necessary powers to regulate the traffic upon their own roads.

Mr. RHODES: You have answered this question only to show that it requires further powers than either you or we now have?

Mr. TRAIN: Yes, sir, but you have nothing to fear, as I take this entirely upon myself, at my own risk, and place sufficient security in your hands to ensure it. (Applause.)

Mr. RHODES: Unless you can have power to defend yourself from such obstruction, I cannot but think you will often get yourself and us into trouble.

Mr. SWETE could see no difficulty in that, as he thought such an obstruction might be dealt with as any other obstruction.

Another Vestryman was of opinion that this tramway, if other traffic went over it, must produce frequent accidents.

Some objections were here raised on the ground that the slippery state of the tram would be likely to throw down horses; whereupon Mr. RHODES said he could see no objections on that head, as the tram would be considerably roughed by the particles of granite that would get upon it.

In a desultory conversation that ensued as to the possibility of this being an objection to the plan, it was stated that it occured to the City Surveyor as a serious difficulty. An explanation however from Mr. BRUCE, Surveyor to Mr. Train, appeared to remove

t in a great masure, he informing the meeting they need apprehend no such difficulty, as they proposed to rough the flat part of the rails where the horses travelled. An impression also appeared to exist with a few of the Vestrymen that other vehicles could not well be driven on the tramway, and that Mr. Train must therefore have its exclusive use which they looked upon as an objectionable monopoly. In answer to this Mr. TRAIN assured them that he asked for no privilege, or monopoly of any kind. All other vehicles could use the tram advantageously, at the same time he expressed his surprise to find in London vehicles of different guages.

Mr. HILL said he saw no difficulty in this matter in Birkenhead, but on the contrary, all sorts of vehicles used the tramway with much facility. It seemed to him when this scheme was adopted in the Metropolis generally—as he was sure it would be very soon—they would find that one wheel of any kind of vehicle could run upon the tramway, while eventually carriages would be so constructed as to suit the guage.

Mr. GODDARD was of opinion that this same plan was endeavoured to be adopted by the London General Omnibus Company some two or three years ago.

Mr. TRAIN: That is a totally different plan, with a groove in it, mine has no groove, but a plain iron rail five-eighths of an inch from the surface, and is the most approved plan—a self-constituted police system. The classification of traffic on London Bridge does away with former difficulties, from a want of such classification; and if the traffic of the streets is similarly classified no doubt it will prove highly beneficial and prevent that confusion which now exists. (Hear, hear).

Mr. KNIGHT: I see, sir, Mr. Train asks us for a complete monoply of the crown of our roads, and the question is, are we prepared to give up fifteen feet of our streets for his exclusive benefit, as, of course, no other carriage will be allowed to run on this tramway?

Mr. TRAIN: On the contrary, Mr. Knight, I shall be most happy to allow every carriage of any description to run on this tram. I ask for no monopoly whatever; as I have already said, I simply ask you to let me run my patent carriages upon a part of your road. (Loud applause, and cries of hear, hear.)

Mr. PLEWS in addressing the Board, said, if parliament was to allow this permissive bill for what he considered to be nothing less than an exclusive use of the public road, which he was very sure no British parliament would ever do, he considered it would be an injury. He saw many objections to the proposed scheme.

The Chairman here stopped the speaker by calling him to order as he was discussing the question upon which there was a motion to adjourn.

Mr. GODDARD: Supposing the London General Omnibus Company were to run a different carriage to yours with the same flange wheel upon your tram, would you permit it?

Mr. Train: Most certainly I would, sir, and would be delighted to have the competition. (Laughter, and renewed applause.)

Mr. TRAIN in reply to questions from Mr. Rhodes and others, said he knew the line of Street Railway in France, from Paris to Versaillies; it was the Curtis system which Sir Benjamin Hall opposed in Marylebone, because it was a groove line. This (Mr. Train's) plan was the perfected system in America.

Mr. RHODES considered that any traffic could pass that railway (with the groove) in any angle, but if it went over Mr. Train's line in an oblique direction with a tender axle they would find the shock from the projection would break it. He added, however, that he should be happy to be one of the first to become a convert to the scheme if proved to work satisfactorily, and he thought, perhaps, that the more it was considered the more it might meet the approval of them all. (Hear, hear.)

Mr. TRAIN replied in answer to questions about the sewerage in America, that he did not consider it so elaborate as it was here, and that no difficulty was experienced as to that in the construction of Street Railways.

It having been now unanimously agreed that the debate should be adjourned to be brought on as first business at the next meeting, and that the Report should be printed and circulated amongst the Members,

Mr. KNIGHT moved and Mr. F. DOULTON seconded, that the Clerk be instructed to write to the Birkenhead Commissioners for comprehensive information upon the subject. This motion was carried *nem. con.*, and the proceedings terminated.

Adjourned Debate.

At Six o'clock on Thursday, November 22nd, the adjourned debate upon the motion of Mr. Hill, (that the Report of the Committee, recommending the Vestry to accept Mr. Train's application to lay down a double line of rails from Westminster Bridge to Kennington Gate, &c., be adopted,) was resumed at the Vestry Hall, Kennington Green. The gallery was crowded with ratepayers, who appeared to take a deep interest in the proceedings, which had caused considerable sensation in the parish.

The chair was occupied by Mr. Burrup, and the following members were present:—Messrs. Price, Watkins, J. Williams, Henton, White, Harris, Plasket, Nott, Peat, Wade, Barnard, Orme, Hill, Turner, Wise, Sandman, Purssey, Benoimont, Joy, Wood, Hodgson, J. Doulton, Jarvis, Fearis, Stiff, Abbot, Stratton, C. Evans, Knight, Wells, Foulsham, Hull, Waite, Giles, Millis, Blake, Trew, Haine, Plews, Lemon, Easton, Campion, Wickson, Tout, Stronghill, Fowler, Nixon, Selby, Hagger, Atlee, Clout, Mitchell, R. Jones, H. Doulton, Goddard, Rhodes, Harber, Shakespeare, J. Jones, Swete, C. Waltham, T. Waltham, Osborne, G. Taylor *(Churchwarden)*, Ward, Anderson, Funnell, Jesse Jones, Clemson, Akerman, and Jeffree.

Mr. George Francis Train, accompanied by Mr. James Samuel, C.E., one of his engineers, and Mr. Charles Hathaway, of Philadelphia, was in attendance, and he and his friends were accommodated with seats upon the platform.

The minutes of the previous Meeting having been adopted,

Mr. ROFFEY, the Vestry Clerk, opened the proceedings by stating, in answer to a question from Mr. Funnell, that he had received no reply from the Birkenhead Commissioners as to their opinion upon this plan, although he had written twice upon the subject.

Mr. KNIGHT, in rising to re-open the debate, said: I have recently, since the last meeting, visited Birkenhead for the purpose of gathering information of a satisfactory character respecting the Street Railway there, and I have also been to Liverpool, and I find that the memorials, of which we have previously heard, got up in favour of and against the scheme, came principally from parties interested more or less in this question. (Hear, hear). I took some trouble to ascertain how these memorials were got up. One of them was signed by the inhabitants of Birkenhead against the railway, and another much more numerously signed was on the Wood-side Ferry, which may be attributed to the fact that all the people coming from Liverpool were invited to sign this memorial, so that it may be looked upon more as a memorial of the people of Liverpool than of Birkenhead. One signature at the head was that of the Rev. Mr. Knox, and this may tend to show that the statemant of Mr. Train is correct as to the

cause of the getting up of that memorial. (Hear.) The Rev. Mr. Knox, no doubt, interested himself in the matter on account of these railway cars running on the Sunday, and this opposition was, of course, universally augmented by a great many interested parties with whom it interferes very considerably; for instance, it interferes largely with the old omnibuses, with the cabs, and very considerably indeed with the old shopkeepers, and allow me to say, also, that it interferes with the gentry around that neighbourhood, and I may instance one in proof, Sir Edward Cust, who will never drive round in his carriage where these tramways are laid—(roars of laughter, and cries of "poor Sir Edward Cust.") I simply instance this fact, not that I mind one single pin about Sir Edward Cust or any other of the gentry of that or any other neighbourhood, above that of any other class; but those are the causes that influence the people to get up this opposition against Mr. Train. Now, in reference to the memorials in favour of Mr. Train's plan, we find that the parties who promoted it are largely interested; we find that Mr. Harrison and Mr. Williams headed the deputations in favour, and the Commissioners adopted the report which was brought up in its favour by a majority of one only to Park side. I believe it now happens that Mr. Harrison, who is so very much in favour of the extension of this railway to Oxton and Claughton, is greatly interested as the proprietor of land through which this railway is to pass, and which would therefore be considerably benefitted by it, and of course under that circumstance he has a very strong personal motive to serve; and Mr. Williams, who has also shown himself such a strong promoter of the scheme, I find is the person who has supplied the timber to Mr. Train, used for longitudinal sleepers for the railway. You can therefore, gentlemen, estimate for yourselves the value of these memorials. I travelled on the railway at Birkenhead, and certainly very pleasant to travel on it is, but Birkenhead is peculiarly well adapted for it—the streets are wide and spacious, and altogether different to those of London. Still we find that the people of that town are much opposed to a double line, and recommended the removal of one of the lines of rails in Conway Street. Now let us look at this for a moment; if it is exceedingly dangerous, as it is asserted by some to be, to have two lines of rails, shall we allow Mr. Train to put a double line of railway along the Westminster Bridge Road with much more than double the traffic? I venture to say, if it is allowed, it will unquestionably be a very great inconvenience, and I will here ask Mr. Train if the projection of his rail at Birkenhead is not seven-eighths of an inch instead of five-eighths?

Mr. TRAIN: It is, but we purpose reducing it to five-eighths.

Mr. KNIGHT: Well, now, as that is the case, how the Committee can say there is no projection, I cannot conceive. I took the trouble to call upon various persons at Birkenhead who ought to know something of its working. I enquired of the policemen to know also what they thought of it, and I will tell yon that to a man the shopkeepers objected to that railway. (No, no.) Well, as far as my experience goes they did. In respect to the danger I must say I scarcely think that private carriages

can get out of the way of the railway carriages as they come along in some parts, and if that is the case, as I believe then, a double line of rails must be productive of some danger, if not extremely dangerous. I must say the Report is a very amusing one and inclined to tickle us somewhat. After referring to the rails as being level with the pavement, and so constructed as to present no ridge of any kind, and that the whole surface of the road is just as available for ordinary traffic as it would be if no line of rail was laid down, it goes on to state that if other vehicles are using the rails and overtake the omnibuses they have to move off and keep to the outside as in ordinary cases, and when they have passed they can re-enter the line of rails, there being just as much room to pass and repass as if no rail had been laid down; and thus, so far from the tramway forming any obstruction, a much greater amount of traffic can be accommodated. Now, I think to have a heavily laden coal waggon move off for the omnibuses on the line of route will be attended with some difficulty. It is my firm opinion that we cannot judge at all from the amount of traffic we see at Birkenhead, what is likely to be the effect with the enormous amount of traffic in the Westminster Road. Then the Report says the rails are roughed so as to prevent slipping. (No, no.) I saw no roughing of the rails at Birkenhead, and these erroneous statements in the Report and the opposition only shows that we must pause before deciding upon an innovation of a very doubtful character. I saw several men cleaning the roads while I was there, and I asked them if they could clean the roads so well since the railway was laid down, and they said no, because the dirt got between the rails. (Hear, hear.) I have no wish to unduly prejudice the minds of the Vestry in any way against Mr. Train, I desire to tell the truth only. We find that the roadway immediately along the edge of the rails is very much worn. I stepped over the two lines of rails and I found they took up the main portion of the road, and on the sloping sides of the roads it is very difficult for heavily laden waggons to travel along, and if this was necessitated as it is there in the Westminster Bridge Road, we should find that the gutters and the sides would be worn to a greatly increased extent, and the complaints that we already receive in this respect would be much greater depend upon it. The landlord of a public house at the corner of Conway Street, Birkenhead, who appeared to know everything that was going on about the street railway and the Commissioners, said there was a poor old woman with her carriage of crockeryware by the side of the rails one day and on came one of those railway carriages and smashed the poor old woman's crockeryware, and she is trying to get compensation, but I question whether she will succeed. I also called at the Commissioners' Office, and said I believed a letter had been received from our Vestry Clerk, and the gentleman in charge said he had, but he had not had time to send an answer yet, and in reply to my question as to what he thought of the railway, he said he thought the people would like it bye and bye, when they had got more used to it; with regard to the claims for compensation he said they were three, which in all amounted to about £17. As far as my judgment goes, I very much question whether we possess the

right to have the roads of this parish thus appropriated. Now I have shown you the way in which the memorials for and against Mr. Train were got up, and I have also shown you, I think, that they were originated by interested motives, and therefore of very little value in enabling us to form our opinion as to the best course to be adopted in the matter by this Vestry. My opinion with regard to the tramway in Birkenhead is, that it must be necessarily injurious to shopkeepers in the narrow roads where the carriages of the gentry are not allowed to stand. It was found to be an obstruction to their businesses, and sometimes a great annoyance to them; moreover, I have shown you that the people of Birkenhead, generally, are not proved to be in favour of the railway as at present laid down; it is very inconvenient and very unsafe, and from what I have seen and heard I feel warranted in saying that it would be unsafe and unwise for the Vestry of Lambeth to adopt this plan at present and until it has been tried in Birkenhead for six months longer—for it is only an experiment now recollect—and I think by doing this we shall save the parish and people of Lambeth from the liability to a very great annoyance and expense. (Hear.) I shall therefore move as an Amendment that this question be adjourned for six months. (Applause.)

Mr. HAGGAR seconded the Amendment.

Mr. BLAKE said he noticed an advertisement in a newspaper showing it to be the intention of individuals to apply to Parliament to secure the necessary powers for a Company to be entitled the London General Tramway Dispatch Company. He desired to know if Mr. Train was in any way connected with it?

Mr. TRAIN replied that he had no connection with it whatever. He was simply applying to Parliament for permissive powers to be given to vestries and district boards to regulate the traffic upon their own roads. (Hear, hear.) He was prepared to submit the Bill to them then if they would like to see it.

Mr. BLAKE thought the Vestry should be very careful in sanctioning this scheme. He saw great danger from its adoption, and was opposed to it. (Cries of he "does not know anything about it.") Mr. Blake, amidst some disorder, continued to make sundry remarks upon the probable effects of such a tramway, many of which showed his ignorance of the principle of its construction, and persisted in putting a question as to the details of the cost per mile in its construction, and particularly the amount of profit likely to accrue. (Loud dissent and disorder.)

The CHAIRMAN, with a view to restore order, reminded the meeting that Mr. Train had answered every question required of him at the former meeting, and thought such cross-questioning on the present occasion uncalled for. Mr. Train did not propose to put the parish to any expense. He (the Chairman) then repeated the terms of Mr. Train's application.

Mr. FUNNELL asked permission to know what the fare was proposed to be from Westminster Bridge to Kennington Gate.

Mr. TRAIN said the fares would not exceed the present regular omnibus fares in any

case. And in answer to a question as to laying down a single line of rails in Westminster Road, that would be very inconvenient to the public, as he proposed to run his omnibuses every ten, five, or three minutes.

Mr. RHODES: I would like to know if the Vestry are willing to allow him to try an experimental single line of rails, just to enable us to see how his plan would work. The carriages could be run along this single line and back again. I want to know if Mr. Train is willing to try this experiment upon that principle? I certainly shall object at present to a double line.

A Vestryman immediately followed this question with another, as to what authority either Mr. Train or the Vestry had to remove cab-stands which would interfere with the line of route, and especially instanced the cab-stand in Mount Street, in the Westminster Road.

Mr. TRAIN: We do not propose to interfere with any cab-stand, but to go round it.

Mr. HILL here raised an objection to this cross-questioning on the present occasion, as Mr. Train had already answered all the questions that gentlemen had thought proper to put to him at the former meeting. He maintained that in accordance with the proper order of the proceedings, each gentleman should have the privilege of speaking only once. (Hear, hear.)

M. RHODES: Then I will speak once. I think myself, as one accustomed to frequently drive in the streets of London, it would be a most abominable nuisance to drive over these rails. If they are laid down here, as Mr. Train proposes, all sorts of vehicles would be driven off from the road to the pavement very often. Then again, I think we ought to consult the shopkeepers along the line of route on the subject, for it is very material to have their views as to the amount of injury it may or may not do to their businesses. And I furthermore believe it is very doubtful if we have the power to make the Westminster Road into a tram road—(oh, and hear, hear)—and if we do make it a tram-road, we make it a nuisance to some people at all events, even if it is an advantage to others. Yet I must say, I should certainly like to have a single experimental line tried if the Vestry chooses, but I decidedly object to have an experimental line on such an extensive scale as that now before us. I fancy there would be no objection to the single line provided Mr. Train and his friends are ready to find the money to cover all the costs. (Laughter.) I know there is a diversity of opinion amongst the gentlemen of the Committee and other gentlemen here who have made considerable enquiries with regard to the Birkenhead affair, but I agree with Mr. Knight, and think the traffic there is really so small that it is no comparison with that in our road. It is said parties should keep their own side of the way in driving, but I contend that is very difficult to do always, and therefore I do not see how you can perfectly classify the traffic in the way suggested; it might do on Westminster Bridge, but it wont do on the roads; and without an Act of Parliament, I am quite

satisfied it would be impossible for Mr. Train to get along with his omnibuses—he would continually be in difficulty. (Hear, hear.) Supposing Mr. Train wanted to pass a coal waggon jogging slowly along his rails, and he asked the driver—never mind how civilly—to move out of the way, what would the man say? "Why, who are you?" (A laugh.) I do not for one moment wish to interfere or put a stop to any new enterprise, but I most certainly think we ought to pause before we adopt this Report, especially after what we have heard to night, and I shall therefore support Mr. Knight's Amendment.

Mr. Barnard: I will follow Mr. Rhodes backwards, if you please, in taking up his argument. In the first place, then, I must allude to the alleged obstructions of the traffic, and in reply to which, I will tell that gentleman that the obstruction of the traffic takes place every day, and is dealt with every day, as he must be well aware, not by Mr. Train or any such person, but by the police. I therefore do not apprehend any difficulty on this point of the argument that Mr. Train's carriages are liable to obstruct the way, as I contend the police have plenty of power to remove the cause of any such obstruction. I am of opinion that the objection raised in this respect is unworthy the consideration of this Vestry. (Loud cries of hear, hear.) As to the laying down of a double line of rails, it may be advisable to have but one line in the Westminster Bridge Road as far as the Orphan Asylum, and so far, then, Mr. Rhodes may be right, that as an experiment, one line only should be laid along the road to that point, but through the other portion of the road beyond that, I cannot see why a double line should be objected to on any reasonable ground. I do not see that this experiment will in any degree circumscribe the public use of the road, and as for the monopoly of fifteen feet of our road, such fears need not exist for one moment, inasmuch as I believe any vehicle can be run on as well as off the rails perfectly well; certainly five-eighths of an inch will prevent nobody from getting out of the tram with the greatest facility. (Hear, and applause.) As to the question so pertinaciously put by one gentleman, as to what profit Mr. Train is likely to make out of it, is entirely his own business. (Hear, hear.) If he proposes to put down his rails entirely at his own expense, and gives ample security to take it up again whenever required also at his own cost, I cannot conceive how any gentleman can consider this otherwise than purely Mr. Train's own affair. Again, it has been considered that as there is no memorial for laying down this tramway from the shopkeepers in the road, we ought not to take up the matter. Now this subject has been postponed already for a fortnight's consideration, and this, I consider is ample time to afford the shopkeepers an opportunity to express their opinion upon the matter had they thought it necessary to do so, and I will add, that although *ex parte* statements, in bills, against Mr. Train have been circulated in the Westminster Bridge Road, we have not yet received any memorial against it, and that, I think is pretty tolerable proof that the people in the Westminster Bridge Road are in favour of the scheme, or at all events do not oppose it. (Hear.)

There is one question, however, that here suggests itself to my mind, which I should like to have answered, as it concerns the interests of the shopkeepers, whom I am unwilling to injure in any way, and I will ask Mr. Train to answer it. It is this. How long will the road be opened during the time of these rails being laid down, say for every hundred yards? I am raising a question now as to the inconvenience to be caused to every individual shopkeeper.

Mr. TRAIN: I will bind myself to finish three hundred feet per day.

Mr. BARNARD: Oh, very well. Then not one shopkeeper will be likely to suffer more than one day, and I think, for my part, they can well afford to sustain that small amount of inconvenience for the sake of trying this experiment. (Hear, hear.) It has been urged by the mover of the Amendment that we should wait six months to see how it is worked in Birkenhead, and yet, singular to say, we are told by the mover of the Amendment, that what is applicable in Birkenhead is not in Lambeth. (Hear, hear. and much applause.) Therefore, I consider, and every rational man must agree with me, that cannot be any argument for an adjournment, as if this is the case now, it will be then. Then, it is said we have no power to deal with the roads; now, for myself, I think it would be very desirable to raise that question, and the sooner the better (Hear, hear.) Surely no gentleman here will argue that there is any power paramount to ours over the roads, and if we cannot depute to Mr. Train the power, certainly we could lay it down ourselves, and then we could employ Mr. Train to lay down the tram for us. (Oh, oh, laughter, and cries of order.) A tramway is laid down in other roads in the metropolis—look at the Commercial Road; if it will work there, surely it will work here, and certainly there cannot be a shadow of a difference whether it be a tram of iron or a tram of granite. (Hear.) I cannot think we have any real difficulty in this subject, and even if we think we have, in my opinion it will be a very good way of raising the question, if there is really any question at all to raise upon it. Now I come to the most important point of all. It is suggested to me that Mr. Train proposes to deposit £2000 with our bankers as security, but how long is that to remain; and suppose Mr. Train goes back to America and his £2000 goes from the banker's, why then he is gone and his security also.

This point gave rise to some desultory remarks, whereupon Mr. HILL said, in answer to that question as to the security, he begged to state that he and the rest of the Committee would not enter into the matter at all until they had the most ample security guaranteed to them.

Mr. TRAIN said: Mr. Chairman, allow me to state, first I agree to put the rails down and keep the road entirely at my own cost; next, I propose to take it up again and perfectly reinstate the road on the same terms. You ask me what security I am willing to give for taking it up again. Now, I am prepared to give the most ample security. He then went on to state the cost of his materials for the construction of the railway, carriages, &c., which he contended were alone more than sufficient to secure the parish against all risk of expense.

Mr. BARNARD thought the best security for the parish would be a bond given by Mr. Train, and signed by two resident Englishmen of well known standing.

Mr. TRAIN: That I will undertake to give you, sir.

Mr. BARNARD: Then I really think it would be very unadvisable for us to postpone our sanction any longer. (Hear.) Especially as we thereby place ourselves in the desirable position of probably reaping the advantage of a very great improvement without risk. We shall have the opportunity in finding out in a very short time after the experiment be made if this is or is not adapted for our traffic.

Mr. H. DOULTON, in support of the Amendment, said: When this scheme was first brought under my consideration, I certainly did not look upon it very favourably, but I was taken quite aback, I must confess, by this most favourable and highly coloured Report from the Committee got up no doubt with great ability. I also, like Mr. Knight, had a wish for further information in respect to this scheme, and being within ten miles of Liverpool the other day, I went over to Birkenhead to see this railway now occupying so much of our attention. Mr. Hill congratulated us upon having no such lordly influence to bias our opinions as there was in Mary-le-bone, therefore we may be expected to view this question in Lambeth in an unbiassed manner, and certainly I intend to do so. Now I must say, in looking over this Report, it struck me that it was well drawn up, but altogether too favourable. With regard to the Birkenhead Railway, I agree in the main with the remarks of Mr. Knight. I found that even a statement of the conductor of one of these carriages at Birkenhead was not so highly favourable as the Report, for he himself said the rails occasionally gave a vehicle a considerable jerk. (Hear, hear.) What has been said by the last speaker is in reality wordy matter of detail. Now, of course, if Mr. Train is permitted to lay down thi. railway it will not be so readily taken up again, for I do not think it will be as much of a loss or gain as some people may suppose. There are unquestionably many advantages and disadvantages in the plan, but in my opinion, the latter certainly outweigh the former, and I do think if it is once laid down, there would be raised such a turmoil as I should not like to see in this parish. As I think that if the rails are once laid down, there they must remain, I therefore think we should be very careful in allowing them to be laid down. Amongst the various questions raised are, first, whether there would be any obstruction in the ordinary traffic of the highway. The Report says, there would be no obstruction whatever. Now, that I cannot agree with, for I believe if the rails are laid down along the road, they will virtually exclude other traffic. In Birkenhead I saw vehicles avoiding it, and I urged this as an objection to a person who was favourable to the railway, and he said, "well, the fact is, people run one wheel on the track and another off;" but it appeared to me that it did not at all work well, it was like skidding along the road with one wheel. It will, perhaps, be recollected by some of you that not long ago the people of Liverpool passed an Act to enforce one width of guage for their vehicles, but the act failed in its object, and it goes to show, that in

pite of such laws, vehicles will continue to be constructed with different width of guage, and the argument to have all vehicles with the same guages to run on this track will hardly be accomplished. Mr. Train says he shall be perfectly satisfied to allow any one to make use of his line for his own benefit, and so it might appear that that gentleman is prompted by purely unselfish motives to confer a public benefit. Now, I consider Mr. Train is not exactly actuated by philanthrophic feelings, but mainly by a very different sort of feeling. (Hear, hear, and laughter.) Of course, seeing he has to construct the road entirely at his own expense and live by the proceeds, it is not for him to encourage other vehicles to run on his line of rails, and I think it would not be for us to expect that he is going to keep the road in an efficient state of repair. The Report says the rails at Birkenhead are roughed to prevent slipping, but I certainly did not see it. (Cries of No, and it's an error, from Members of the Committee.) This railway might be all very well in Birkenhead where the traffic is limited, but not in the crowded thoroughfares of London. A gentleman said just now, the traffic in Westminster Road was four times as much, but I say, instead of four times it is twenty times as much—(hear, hear)—and that is one very strong objection to it. The Committee go on to say that they drove a hackney coach along the lines, and crossed and re-crossed the lines, both at right and acute angles, where the lines were curved as well as where they were straight, and no difficulty was experienced in getting into the Omnibusses while they were in motion, climbing on to, and even walking along the roofs. But I beg to say there is a difficulty in driving along and across the lines, and that every one admits but the Committee. (Hear, hear.) As for getting on and off the Omnibuses while in motion, no difficulty appears to exist with our present Omnibuses, for we see persons getting into and climbing on to them continually. (Hear.) Now, the Report says, the Committee apprehend that little serious doubt can exist in any unprejudiced mind of the benefit which the introduction of street railways to the parish will secure, especially when it is borne in mind that the projector will take upon himself the expense of making and keeping in repair about fifteen feet of the crown of the road on which the lines are laid, a relief to the rates which the expiration of the Surrey and Sussex Trust Act will very soon greatly increase. (Hear, hear.) And it further says in this very favourable Report, that it will be the practical adoption of a sound principle, that those who use the roads should keep them in repair. (Hear, and applause.) Now, I think it would be a most unfortunate thing for the Ratepayers who use these roads to bear the burthen of the repairs, and I certainly think it would be very greatly to the benefit of the parish that they should petition for a renewal of the Trust. (Hear, hear.) Then, the Report I find proceeds to set forth the advantages of these railway Omnibuses, that they are highly esteemed both in America and at Birkenhead, and when full, there is ample room for passengers to walk up and down; that they have an ease of motion, and a regularity of speed that cannot fail to give the utmost satisfaction. There was also an absence of loitering and furious driving. I am

not going to deny these advantages, for certainly I was inside an Omnibus holding 120, and though I had only three companions with me, I had an opportunity of enjoying this mode of travelling. The Omnibuses no doubt are exceedingly commodious, and their easy movement is very pleasant. Having referred to that Report, I desire to allude to what has been represented here, that the Birkenhead people were in favour of this railway. Now I must say, in regard to that matter, it is exceedingly difficult, from the conflicting reports, to get at the truth. Mr. Doulton then read lengthy reports of the movement in Birkenhead, for and against the Street Railway as laid down there, and concluded by saying that the issue would show the Meeting better than any other way, as to the real opinion at Birkenhead. Notwithstanding the influence brought to bear upon the Commissioners, the application for an extension of the line was only carried by one vote. He next proceeded to read from a pamphlet the opinions of Mr. Newlands on Street Railways, and he was bound to say, notwithstanding the objections, that gentleman arrived at the conclusion that Street Railways could be worked. Yet Mr. Newlands admitted great evils, and he (Mr. Doulton) believed his opinion was that Mr. Train's system was very far from perfect. He (Mr. Doulton) also believed that Mr. Newlands had advised the Corporation of Liverpool to have horse railways, but within their own control and on an improved principle. He saw that in many parts of London it was very important to have the classification of traffic carried out, for instance, in the New Road, but he could not see why Lambeth should be called upon to do it. The Amendment of Mr. Knight, he thought, was a very good one, and it would meet with his support. Although he did not oppose this if shown to be an improvement, yet at the same time he certainly objected to carry out what, as it now stood, seemed to be a very unwise course. (Applause.)

Mr. PLEWS: I will call the attention of the Vestry to a simple fact. If you allow Mr. Train to lay down his tram in the Westminster Road you will virtually divide it into three roads. (Hear, hear.) Every day's experience tells you that the road is crowded with a number of drays, timber carriages, and heavily laden vehicles of various descriptions of slow movement, followed by gentlemen's carriages and other light vehicles, which must necessarily pass each other and go across Mr. Train's tramway; and I know from my own experience that the frequent crossing of those railways by other vehicles in an oblique direction would be very dangerous—the horses will stumble, and you will have accidents without end. It may not be so in Birkenhead and in the wide streets of America where there is not one-twentieth part of the traffic, but I am sure it will be here. Mr. Hill said the other night we should be put to no more expense in keeping the roads—in fact much less expense—if we allowed Mr. Train to lay down his tram. (Hear.) Now I maintain that Mr. Train wont reduce the traffic of the road, and what will be the consequence? it will put that traffic continually in a straight line, and cut the road all to pieces, and on a Macadamized road it will be so bad that it will be almost impossible to drive. Mr. Train says you can travel on his tram,

but that cannot be, because there are so many different widths of guages, and if you go over Westminster Bridge you can see this for yourselves. It is said the trams will be five-eighths of an inch; now that will so interfere with the passage of the wheels, as to cause a great wear and tear along the sides of the rails, and you will therefore find that the repairs required will be very great, and it will be almost impossible to keep the road in proper condition. Mr. Train has himself acknowledged to-night that he will charge the same fare as the London General Omnibus Company. (Voices: "No, no, he will not exceed—that is the maximum.") But there is another thing to be considered—the draymen are entitled on either side of Westminster Bridge Road to keep the road until they are unloaded. (Cries of "Yes, and twenty minutes.") Now, these heavy waggons or vehicles must be standing on a part of the tram, and for that reason I am sure it will be attended with most injurious results, and I would at once recommend Mr. Train to at once abandon his scheme and go back to America. (Oh, oh.) I am merely going to say further, that it is a marvellous thing that four gentlemen, whom I have known for very many years, should go down to Birkenhead on special business, and not properly do that business, as I consider it is shown from their own statement that they did not hear a single person make any objection. (Oh, oh, "That's wrong," and "We found that the cabmen objected to it.") Well, I don't care for the cabmen, but it seems to me those gentlemen went down with prejudiced views to make a favourable Report under any circumstances—(oh, oh, and laughter)—and I think the Vestry ought to be very much obliged to Mr. Knight and Mr. H. Doulton for the valuable information they have given us this evening.

Mr. GODDARD, in a humourous speech, said, Sir, the late Emperor Napoleon, in his celebrated address to the French soldiers at the battle of the Pyramids, told them that from the summit of those monuments forty centuries looked down upon their arms. If, Sir, forty centuries of defunct Egyptians could rouse the enthusiasm of French soldiers, what shall we say to the fact of forty living vestries looking down on Lambeth? (Hear, and laughter.) Bermondsey refuses to march on the road of the so-called progress unless led by Lambeth, St. George-the-Martyr hesitates until Lambeth decides, and Camberwell awaits with breathless suspense the mighty diction of this parish. (Renewed laughter.) It has transpired abroad that four distinguished gentlemen have visited Birkenhead, and have inspected the Railway—hence, Sir, the reliance that is placed upon the decision of this parish. (Hear, hear.) But in the midst of all this it seems somewhat singular that in a night specially devoted to the consideration of their Report, nothing has been said of the eminent services of those gentlemen. Anyhow, Sir, those gentlemen have deserved well of their country. Was it nothing, Sir, to separate themselves from their domestic felicity—(a laugh)—to tear themselves from the affectionate partners of their bosoms for a period of forty-eight hours, and to have the adventurous journey from London to Birkenhead? (Laughter.) Was it nothing to subject themselves to a diet to which they were unaccustomed? (Oh, oh, and laughter.)

Was it nothing to jeopardise their lives and limbs in that now famous after-dinner drive in the Birkenhead *Shackredan* under the reckless impetuosity of Mr. Williams? (A laugh.) And they have brought us back this valuable information that a carriage can be drawn with less expenditure of labour upon a smooth track than upon the common road; that it is a saving of horse labour; and (wonderful discovery) that a carriage thirty feet long will hold more people than one of fifteen feet. But, Sir, we have one result in this journey for which as a Vestry we ought to feel grateful. You all remember under what physical difficulty my friend Hill spoke at the previous Vestry—now he is all smiles, ease, and good health—if therefore it has restored him to convalescence, it has fulfilled my prophecy, that the journey to Birkenhead would confer personal benefit if it had no other advantage. (Oh, and laughter.) But, Sir, I have heard from Mr. Barnard a statement which from his legal acuteness I was somewhat astonished. He states that this Vestry is the authority to whom the control of the roads is vested, but he forgot that a higher authority exists. There has been an axiom of political truth which you, Sir, must have recollected as far as back almost to the time you were put into short clothes, viz. that the public road was the king's highway, and that no one could take a right of pre-emption therefrom. Now I wish to know if by laying down this tramway you are not acting in defiance of that principle, and I maintain that to carry out this scheme successfully Mr. Train must go to Parliament for the necessary powers. By the Amendment we are asked to wait six months, and then we would have the experience of the Victoria Street Railway, an experiment which I understand is to be carried out in the interval. This is a very reasonable request, and as far as I am concerned I feel bound under the present circumstances to give it my hearty approval. (Hear.) Then there is another point which has been alluded to by Mr. Plews, and that was with regard to the stoppage of vehicles in front of Mr. Train's omnibuses, such as heavily laden carts and coal waggons. These carriages of Mr. Train work with a flange wheel in a sort of groove, and therefore would necessarily have to stop until the waggon in front got out of the way, and that is proposed to be done by a little seasonable politeness only. Now, Sir, I fancy carmen, coal-heavers, and others of that class would not at all times incline their ears to such a strain, inasmuch as they are imbued with a pugilistic kind of disposition, and if Mr. Train was determined to carry out his views, that the convenience of his sixty passengers should be consulted in preference to that of the said carmen and coal-heavers, I fear it might create an universal 'fives court' from Westminster Bridge to Kennington Park. (Laughter.) By waiting six months we should have a very much better opportunity of knowing if all parties could be justly satisfied by the introduction of this system of transit for our streets—that is, if a real advantage will accrue from it of a public character. (Hear, hear.) I hold in my hand a letter from an eminent engineering firm in this parish, who declare that the introduction of the railway would be positively a very great disadvantage to them. I believe that there are advantages and disadvantages connected with this tramway scheme, and as far as I

am able to form an opinion I think, with Mr. H. Doulton, that the latter outweigh the former. (Hear, and No, no.) The old Roman motto was, "*fes fine lente*"—to hasten slowly, and be assured of our steps beforehand. And while I quite agree with friend Hill that it is right to get Lambeth in the foremost rank of progress, I have no wish to run the risk of seeing Lambeth in the foremost rank of folly; and though I would be desirous to have every advantage secured to this great parish by the early adoption of every novel improvement, yet I wish it to be adopted only after a fair, patient, and serious deliberation, as suggested by the Mover, and not with that haste and impetuosity with which the scheme is endeavoured to be carried. (Applause.)

Mr. FRANCIS H. FOWLER, in defence of the Report, said, if this Vestry will only look at this Report with unprejudiced eyes, if they will exercise their own judgment and sense in appreciating it, and not take the interpretation which some of the gentlemen who have addressed the Vestry this evening have put upon it, I have no fear of the result of this debate, and that the Vestry would adopt the recommendations contained in the Report. When the Committee met to consider this question they knew nothing of it, they were unprejudiced either in favour of, or in opposition to the project, but conscientiously examined it as they would any other matter committed to them by the Vestry, simply judging Mr. Train's proposal as it would either benefit or injure the interests of the parish. So far from being prejudiced in its favour I myself pointed out what I considered were difficulties which must be overcome before I could join in a recommendation to the Vestry to allow the introduction of a system of Street Railway in the Westminster Road, and although Mr. Train appeared before the Committee and answered the objections raised, still I can assure the Vestry that grave doubts existed in the minds of the Committee as to the practicability and safety of the scheme, and they did not at that time feel justified in recommending the Vestry to sanction its introduction in this parish. With these feelings, the Committee visited Birkenhead, and so far from going down, as stated by Mr. Plews, with a prejudiced and prejudged opinion, I here take the opportunity of utterly denying it, and I unhesitatingly repudiate the statement as untrue. (Loud cries of Hear, hear, order, and applause.) And I distinctly state that the Committee visited Birkenhead with a conscientious determination to inspect the actual working of the system, unprejudiced in the slightest degree. Sir, we carefully inspected and tested the working of the lines in every way possible; we came to the conclusion it was both safe and practicable, and under any circumstances worth a trial. The Report in the hands of the Vestry is the result of our conclusions, and must be regarded at all events as the honest and sincere expression of the Committee's opinion upon the question. Probably no place can be found more suitable for an experiment of this nature than the Westminster Road, a wide road with a moderate amount of traffic of all kinds. Mr. Knight objects to curves; he says the curves at Birkenhead are fraught with danger; I would ask him where is there a curve in the Westminster Road? At Birkenhead, from the circumstance of the lines of rails

running parallel to the Mersey, in order to communicate with the ferries to cross over to Liverpool, curves are formed, the lines turning at right angles and forming an arc of the quadrature of a circle, but here we have nothing but a straight line, or nearly so, and no curve forming an arc of more than twenty degrees, and therefore, supposing it could be shown that there was an amount of danger with sharp curves (which I do not admit), yet, when this is brought as an objection to our adopting it, it entirely fails and must fall to the ground; another objection urged by Mr. Knight, that dirt accumulates between the line of rails; I can inform the hon. gentleman that this is not more than in the ordinary road. (Hear, hear.) And what did I see at Birkenhead? why, as fast as the dirt accumulated, men in Mr. Train's employment were engaged in clearing it away; in fact, it is his duty so to do. I believe the difficulties which are raised are by people who do not understand it, or who are interested in other projects. (Loud cries of Hear, hear.) It has been stated that the rails cannot be used but by Mr. Train's carriages. Is such the fact? Do not all the vehicles passing the roads gladly use them, and why? The friction of the wheels is diminished above one half, two horses can do the work of four. It is proposed to adjourn this question for six months, and a reason is given that it is new, that it is an experiment, and by that time we should be able to see how it worked in the Metropolis; and it was also urged by the hon. gentleman, that no Memorials have been presented in favour of it. The hon. gentleman did not however inform the Vestry of another fact, that a Memorial has been endeavoured to be got up against it in the Westminster Road, and that the promoters of that Memorial failed in getting signatures. (Cheers.) Now, all we ask the Vestry is this; let Mr. Train lay down his rails as an experiment, with the understanding, on sufficient security, that in case they are found not to answer, or to interfere with the traffic, then, that he shall take them up again and re-instate the road. The Vestry run no chance of loss, and they may be great gainers by the improvement. (Hear, hear.) I do trust this Vestry will not be led away by the flowing but mistaken remarks of some of those who have addressed the Vestry and remarks such as "the eyes of all Vestries are upon us," and "that by adopting this plan we shall be in the foremost rank of folly." So far as I am concerned, allow me to say, I am glad they are looking to us, and I hope by the course we shall adopt to-night, they will appreciate the liberal spirit which guides our councils, and that they will see we are in the foremost rank of progress. I believe this scheme will be greatly advantageous to the poor, by giving them the opportunity of leaving their closely confined dwellings in this great metropolis at a cheap rate, and thus obtain fresh air in the suburbs. If it accomplishes this it would itself, to my mind, almost be a sufficient recommendation to its being carried into effect. If, on the contrary, Mr. Knight's Amendment be carried it will practically shelve the question. Now, I call upon you to support the liberal proposition of Mr. Train; no harm can arise if it fails; if successful, besides a great saving of expense to the rate-payers, its advantages will be very great; sufficient guarantees are to be given. Let us

then refuse the offer, but by an unanimous vote, this night, show that Lambeth has good sense to appreciate a public benefit, and courage enough, if necessary, to lead way in these days of advanced civilization and general progress. (Loud applause).

Mr. GILES, in rising to support the resolution, said, I think each speaker's remarks ht to be curtailed, to prevent unnecessary loss of time, often too much the case. I sider ten minutes amply sufficient for each member to give full expression to his ings upon any subject, and a bye law ought to be in force to that effect. In reference the subject in hand: a fortnight has now elapsed, which was given to afford icient time to the members of this Vestry and the ratepayers generally, to become perly acquainted with the important proposition of Mr. Train, and all, therefore, e had an opportunity of considering the Report, including the inhabitants of the stminster Bridge Road, who are the parties principally concerned. (Hear, hear.) friend, Mr. Knight, has taken some trouble, no doubt, in going to Birkenhead for rmation, and he has availed himself of the opportunity here of giving us the results it. But Mr. Knight, of course, has an opinion like anybody else, and it may be ut as valuable as that of any other individual. With regard to his enquiries there, seeing that in all probability he went with a prejudiced opinion, he, no doubt anced a supposition to those he talked to about the working of the railway, and they, s often the case under such circumstances, agreed with them, simply because they ed not to disagree. (Hear and applause).

Mr. KNIGHT exclaimed that such was not true.

Mr. GILES proceeded: I don't say that it is so, but I do say that Mr. Knight said as a colourable Report, and such remarks I maintain are not proper for that gentle- n to indulge in towards the Committee, who have a right to the confidence of the try in this as in other cases. (Hear, hear).

Mr. KNIGHT again interrupted by contending that he did not say it was a *urable* report.

Mr. GILES: I beg to say you did. I have it in my note.

Mr. KNIGHT denied that he used the term *colourable*. He might have said he ught it was *highly colourable*.

Mr. GILES: I ask you, gentlemen, to deal with the question independent of erested parties—of the Islington penny Journal, of any other influence, or anybody e. (Hear.) Now what are the facts of this question? Why mainly these, that an lication is made to lay down a street railway in Westminster Road simply as an eriment; if it succeeds it must be an advantage to the parish, particularly along the of route, but if not then it must be taken up again; and if desired there will be a icient security to secure the parish against any loss whatever. I unhesitatingly intain that the terms of Mr. Train are of such a character that he ought to be warmly ported by every parish of this metropolis. (Hear, Hear.) Mr. Train says in effect, nswer to questions put to him, "I will give every vehicle the liberty of travelling

on my tram if they will move out of the way when I want my carriages to pass them."

Mr. KNIGHT again interrupted in some excitement, and a conflict of opinion of a personal nature took place between Messrs. Knight and Giles.

Mr. GILES continued: From the Westminster Bridge to the Female Orphan Asylum, you will find that it costs £1,000 per annum. (Cries of "time" and "hear.") What I want to show is this, the proposal made by Mr. Train, instead of being a nuisance or expense is likely to prove an advantage and a considerable saving to the highway rate, and is a most liberal one. (Hear, hear, and oh.) I do not think, as it has been stated, that it will interfere with the general traffic, and I hope the plan will be adopted that we may have a better class of omnibuses in our streets than we have at the present time. (Applause.) Just imagine the miserable accommodation afforded in the present class of omnibuses with twelve persons crammed into a space so limited as to experience some difficulty in avoiding being seated one top of the other. Now what does Mr. Train propose to give us? Why a very much superior carriage than is at present running in the Kennington Road. This should be a mere question of pounds, shillings, and pence, and to my mind the adoption of this plan will not noly be an improved public convenience, but also a saving in the cost of repairing the roads. (Renewed applause.) I also think it will be an advantage in respect to the muddy roads, the slopping of which is at present a great nuisance to pedestrians, particularly to ladies' dresses. Viewing the matter impartially, I contend its adoption will be a saving to the parish and the public in various ways; and under all the circumstances I do sincerely hope that, independent of St. George the Martyr or any other parish, the Islington penny Journal or any other Journal, you will consider the question fairly, and will not adopt the Amendment, but at once come to a determination in favour of the application. (Much applause).

Mr. AKERMAN arose, amidst loud cries of "divide" from the opposition, and said: In order that the fullest information might be gained to guide us to a proper decision, I went different times in the morning, while at Birkenhead, and asked questions, if not from the officers, from different persons at the docks—at least a score before breakfast—and each person gave me a favourable view of the working of the scheme. Mr. Knight has taken a great deal of pains, I must say, in going down to that town to pick up information to further his own purposes and to give us the benefit of it. But what does it amount to as an objection to the adoption of this Report? He (Mr. Knight) stated that the curves are very dangerous. Why that question was raised here the other night, and it was then stated that the curves here would not be the same as laid down at Birkenhead. (Hear, hear.) Then Mr. Knight says it is a great objection to gentlemen owning property in the neighbourhood, and yet, strange to say, he says in the same breath, one gentlemen will realize great advantages to his property by its proximity to this line of railway, and therefore is a warm supporter of the scheme. (Hear, hear, and applause). Such absurd arguments I don't understand. Then he says in reference

to the memorials, that they were all got up by interested parties, there was one who supplied the timber, &c. But has that anything to do with its success or non-success? I maintain it has nothing whatever to do with it. (Hear, hear), Then it is argued that the tradesmen of the Westminster Road would be injured by it. Now I believe, in all seriousness, that the effects of a Street Railway through that road will be quite the reverse, and that they will be largely benefitted. Why do the tradesmen in the Westminster Road frequently complain of a want of customers? The question is easily answered. It is because their customers have no means of getting there with sufficient facility. But the great and cheap facility placed at their disposal, by means of these Street Railways, will, no doubt, tend greatly to the improvement of their businesses. (Hear and oh).

Mr. J. WILLIAMS next addressed the Meeting as follows: I am one of the Committee this Vestry appointed to examine the Street Railway, and one of the favoured few who Mr. Goddard generously described as having gone to Birkenhead for pleasure. I am not naturally inclined to be very inquisitive, but I should really like to know what prompted the two Vestrymen, Messrs. Knight and Doulton, to visit Birkenhead. (Hear.) I beg leave to tell those gentlemen that I should have been very glad to have remained at home in order that they might have taken my place in the Committee, if I had known they were so anxious to visit that town in respect to this matter. Allow me to express a hope, Mr. Chairman, that Messrs. Knight and Doulton have not been moved to oppose this scheme by the urgent request of a certain contractor; and allow me at the same time to state to this Vestry that I have been earnestly solicited by a large contractor to an omnibus company to oppose this scheme. (Loud and excited cries of Hear, hear, oh, oh, and name).

Mr. HENTON here rose in an excited manner and interrupted the speaker by irrelevant remarks, thereby creating some disorder. Whereupon the Chairman declared it to be exceedingly inconvenient for gentlemen to rise and make answers to remarks of speakers in possession of the chair until afterwards, and hoped it would not be repeated. (Hear, hear).

Mr. J. WILLIAMS continued: Sir, if the Vestry wishes me to be more explicit, I will say at once that that contractor lives in the Westminster Road, and is now present in the Vestry. (Uproarious laughter and oh.) I am not at all surprised to find some little diversity of opinion with regard to the question now under discussion; and I candidly confess that when I first heard of this proposition on the part of Mr. Train, I verily thought that I ought to do many things contrary to Street Railways myself. Nay, more I thought it would be my duty to oppose this scheme most strenuously, and I will tell the Vestry that I was then entirely mistaken with regard to Mr. Train's plan. Having been accustomed to the deep groove tramways of Glamorganshire from a boy, and having more recently seen the omnibus tramway from Paris to St. Cloud and Versailles, I concluded that Mr. Train's plan of Street Railway was on the same principle, and consequently

I thought then it would be perfect madness to introduce such into the streets of London; and, indeed, I thought that Sir Benjamin Hall (now Lord Llanover) was quite right when he denounced the plan of Street Railways, proposed by the London General Omnibus Company in 1857, as a monstrous proposition. However, Sir, when I visited Birkenhead I saw at once how completely I was mistaken; instead of the old-fashioned deep groove tramways I found there the rails were perfectly flat with one small ridge of seven-eighths of an inch, the plates being level with the surface of the streets, and I here honestly say I was indeed surprised at the highly desirable nature of what I saw there. (Hear, hear, oh, and much applause). I contend it was altogether a superior tramway to what I had ever seen before. I hired a hackney coach to test the rails with a determination to find out how it worked, and whether the rails were in any way an obstruction and danger to the wheels of vehicles. Mr. Hill has called me, as you have heard, an experienced "whip." I certainly flatter myself that I know how to drive, and know what is likely to obstruct the way, having had some years' experience in driving through the crowded streets of London; I think I know the difficulties of London streets as well as any man, and I unhesitatingly assert that I found no difficulty or objection of any kind to these rails. (Loud applause). With the view to show you the kind of objections raised to the Birkenhead Street Railway, I may state that the man of whom I hired the hackney coach has a cab stand close by the railway. I asked him if he found these rails damaged his cabs, to which he replied very solemnly (I suppose he misunderstood me), "Ah! sir, this rail is the great curse of this country." I said, what do you mean? Do the rails injure the wheels of your cab? He replied "Oh, no, sir, I do not mean that; what I mean is that these large cars take all the people, and so prevents a poor fellow from getting an honest living." Remember this man was personally interested, and consequently would be glad to have pointed out an obstruction if he could. (Hear, hear.) Why, Sir, these Street Railways have become a great fact in America. They are really at present in that country an established fact, and no new experiment, as they have been there in operation for several years, and what is the consequence? They have been attended with the greatest—indeed I may say—unprecedented success. And I am told, on very good authority, (and I believe it) that the people of that country would now miss their Street Railway cars to the same extent as we should our penny postage stamps. I will ask you, sir, what are we called to decide upon to-night? Why simply on an application from Mr. Train for permission to lay down a Street Railway in this parish for you to see as an experiment, wherein he assumes all responsibility in laying down the rails and re-instating the road if we deem it desirable for him to do so, and it cannot be a serious interruption to our traffic. (Hear. hear.) I say, inasmuch as Mr. Train indemnifies the Vestry from all consequences, that his application ought at once to be granted, for most emphatically I maintain that these rails are not dangerous, neither are they any obstacle, hindrance, or obstruction to any kind of vehicles that traverse our streets. I say, most solemnly,

whatever Mr. H. Doulton may have seen, that I have seen carts and other vehicles travel on the railway without the least difficulty, and when these vehicles were overtaken by the cars they instantly turned to one side to let the cars pass on, and afterwards turned back to the rails, which they would not do if they were such a nuisance as has been endeavoured to be made out here to-night. (Applause and oh, oh.) Again I ask why should drivers of vehicles prefer travelling on the rails, particularly as there was plenty of room on the sides? Why, because instead of their being a public nuisance they are positively a public convenience. (Hear, hear and cries of *time*.) It is all very well for you, gentlemen, who are opposed to it to cry "*time*," but I maintain it is the greatest boon that can be devised to relieve poor horses, and, mark my word, Mr. Train will be considered, some future day, one of the greatest philanthropists of his age And the fact, Sir, must be remembered that immediately Mr. Train lays those rails down, although at his own expense, they become, in a measure, public property, and any one can use them as much as himself. With regard to the remarks of Mr. Goddard, I can only say there is a great want of generosity in them to this Vestry as well as to the Committee that represented it at Birkenhead. He has attained perfection in his habitual, gross personalities. (Hear, hear.) He was one of the Committee who was appointed by this vestry to examine into this application, and having attended the first meeting he was asked to go down to Birkenhead, as I wished particularly to be excused in consequence of my health. I however went, but not by any means for my own pleasure, and Mr. Goddard chose to consult his own convenience rather than that of the parish, and so excused himself. (Hear, hear.) Now, I will say to that gentleman that we (the Committee) went down at very great inconvenience and faithfully did our duty. I ask, then, who deserves the consideration of the parish in this matter? (Renewed applause.) In reference to the remarks of Mr. Plews, I may say that I have a sort of superstitious regard for old people, and I should be very sorry indeed to hurt the feelings of one of such. However, Sir, I will venture to say it is a great pity, sometimes, that old people should exercise an influence over the minds of the young, for we all know how, after a certain age, they tenaciously cling to old experience and worn-out ideas. Take, for example, the late Duke of Wellington, who we all acknowledge was a great man in his day, how was it with the old Duke when he was applied to a year or two before he died, to have the modern rifle introduced into the army. Why, no! he said, he would only have the old "Brown Bess." The old Brown Bess had won for him those glorious battles which we read of, and he therefore thought it would do now. This sort of feeling is liable to pervade the minds of all old people, and for that reason I ask you to be very careful how you take their opinions. (Laughter and hear.) With these remarks I beg to close my observations by supporting the resolution.

Mr. TURNER: Amongst the many absurd objections I have heard this evening against Street Railways, I find one urged by Mr. Knight that Sir Edward Cust would

never allow his carriage to go where the tram is laid down. (Laughter.) Then Mr. Plews strongly recommends Mr. Train to abandon his scheme. One would think that that gentleman had suddenly become endued with more knowledge on the subject than is enjoyed by some of our most eminent scientific men, who are in favour of it, and that he had a tender solicitude, such as he would have if he were a member of Mr. Train's family. (Renewed laughter and question.) The arguments against the plan altogether are very extraordinary; but I would advise Mr. Train, as one who has his interest about as much at heart as Mr. Plews, to wait patiently, and then all the difficulties now raised will be surmounted, and will vanish like dew before the sun. It is proverbial that all the various improvements carried into effect in this country during the last half century have been opposed in like manner. To say that this road is not adapted to this scheme is to say what I believe to be a gross untruth. It is a wide and spacious road, in every way adapted for it. (Hear, hear.) It is said that the poor people of London would try and live in the suburbs if this plan was carried out, and if it would be so it must be a great advantage to the poor people of the metropolis. I do sincerely believe this may become the rich man's luxury and the poor man's comfort. Sir, I hope we shall soon see something like this (the model) running along our streets everywhere. I advise Mr. Train, instead of going back to America as Mr. Plews wished him, to bring all the perseverance, patience, and pluck, that he can command to bear, and I am sure he will succeed. I can see no objection to the scheme and shall vote for the adoption of the Report.

Mr. HILL replied: I find that the work which I had cut out for myself to do this evening, has really been done for me, and certainly I feel somewhat gratified, and will congratulate the Vestry on having postponed this question, in order that the public might know the style of the opposition, and for Mr. Giles and others to cut up the speeches against the application of Mr. Train: with regard to Mr. Knight one can have no difficulty in understanding the cause of his restlessness and interruption, wincing as he did under the castigation of Mr. Giles. (Hear, hear, and a laugh) As the evening is so far advanced, I will come to the point and ask, how is it, if the inhabitants of the Westminster Road are opposed to the project, (and there are six or seven gentlemen who reside in that road here,) that there has been no memorial presented against it, especially as certain parties have mentioned that there were several being got up, and they have themselves been canvassing? (Cheers, Mr. Henton and Mr. Avern calling, "name.") I will not mention Mr. Henton's name—(laughter, and interruption by Mr. Henton)—but as he is so vehement in his opposition, I will ask him, sir, through you if he did not request me to "chuck him in" with the Committee? (Roars of laughter.)

Mr. Henton, in great excitement: I should have been very glad to have gone on the Committee, and you would then have had some one sent there who understood it quite as well as you. (Cries of "oh, oh," "order," and general confusion.)

Mr. HILL continued: With regard to the opposition at Birkenhead, it is a very curious fact that it was originated and principally carried on by clergymen, headed by a brother-in-law to a clergyman who started the opposition in Mary-le-bone. (Hear, hear.) Now I ask you to well consider that. The memorial got up against it was got up in a very questionable manner, and the memorail in favour of the railway was of a much more honourable character. This is proved by the fact that the signatures against the railway represented only £5000 worth of property, whilst those in favour represented £29,000. (Loud cries of "hear," and applause.) Now, allow me to tell you that the Commissioners met, not to consider whether they should take up the rails in Birkenhead, but to consider whether they should decide to have an extension of the rails, and the Commissioners decided to extend the line. (Hear, hear.) Mr. Goddard referred to the Queen's highway being interfered with; that will not be the case, as we shall have as much right to the Queen's highway when the railway is constructed as we have at the present time, and if the cab-stand in the Westminster Road is in our way, a representation from this Vestry to that effect addressed to the Commissioners of Police would secure its removal. The main points of the argument which I advanced at the last Vestry—that the line will not be dangerous or obstructive, but will prove convenient to the public and a great saving to the parish—have not been controverted. ("Hear" and applause.) But some gentlemen have said that it will be dangerous. Well, there is danger in every thing. There is danger in getting married —(laughter)—and there is danger in not getting married. (Renewed laughter.) Are we to be deterred from doing a thing because it is dangerous? We cannot cross the Atlantic without danger, and yet has not England's royal son just crossed and re-crossed it! But if street railways are said to be dangerous, where are the facts to confirm the assertion? If accidents have happened, think you the cab, omnibus, and other interests would allow them to remain unknown? No; they would be blazoned forth in the same way as were the accidents on the early railways. I ask again, where are the facts? Why, in America street railways are found to be the safest of all means of travelling; and I tell Mr. Knight that with regard to the accidents said to have occurred in Birkenhead, they were not accidents, but a conspiracy, which has been clearly proved. When we were at Birkenhead we satisfied ourselves that there was neither danger nor obstruction to be feared, and we are of opinion now that prejudice is one of the main things that cause people to oppose it. (Hear, hear.) I shall now leave this matter in the hands of the Vestry, merely observing that it is not a question whether it shall or shall not be, it *will be* whatever your decision may be to-night. I will not say that all the Metropolitan parishes are looking down upon our action on this matter, but there are a few, and I ask you to consider what will be the result of our decision, and what will be our position, as one of the largest parishes in the Metropolis, if we adopt the Amendment in place of the Resolution. It may deter other parishes for a time, but ultimately all around us they will adopt the scheme, and this parish will

then resemble one of those small islands we sometimes see on the sea-coast, enjoying a brief existence, but destined to be overwhelmed by the advancing tide. (Applause.) Let us, then, adopt this principle of Mr. Train's, for it will lighten the burden that presses so heavily upon the ratepayers, and place us in a better position than we now are to meet that heavy burden looming in the distance when the Surrey and Sussex Trust Act shall expire. (Cheers.)

The CHAIRMAN said Mr. Train had asked permission to explain some points in the discussion.

Voices: No, no.

The CHAIRMAN then having said he must put the question, loud cries ensued of "Train, Train," "No, no," and "We do not wish to burk the question."

Mr. TRAIN here rose and said he had no wish to give the explanation if the Vestry was not unanimous in permitting him to do so.

Several Vestrymen then declared that they had no desire to be unjust towards Mr. Train, and were very anxious—and hoped all other Vestrymen would be—to hear any explanation. Some stupid objections, however, having been offered by a few members who opposed the adoption of the Report, Mr. Train declined to speak for the reason he had stated, whereupon much disorder took place, during which Mr. R. Jones proposed that Mr. Train should retire; and although almost every other member of the Vestry protested against it, that gentleman, with those who accompanied him, left the hall.

The sense of the Meeting, after the disorder had ceased, was taken upon the Amendment. Ayes, 40; Noes, 26.

The Chairman having declared the results, a division was loudly demanded, and the names recorded were—Ayes, 41; Noes, 28. Consequently the Amendment was declared to be carried.

Upon the Amendment being put as a substantive Motion, Mr. F. TURNER proposed another Amendment—that the question be adjourned for one month, which was seconded by Mr. J. DOULTON.

The Chairman declined to accept that as an Amendment.

The result of this decision brought forth another Amendment from Mr. J. WILLIAMS —"that permission be given to Mr. Train to lay down a single line of rails," which was seconded by Mr. RHODES. This provoked a variety of opinions, in the course of which the Chairman thought such an Amendment could be taken, and was about to take the sense of the Meeting upon it, whereupon Mr. H. DOULTON raised an objection to that ruling, and expressed his belief it was not good taste of the gentlemen in the minority to again force this subject before the Vestry in the face of such a majority.

After further desultory remarks,

The CHAIRMAN said he was informed by their legal adviser that it would not be correct to move any Amendment upon an Adjournment, and therefore declined to put the Amendment.

Mr. HILL contended that, notwithstanding the legal adviser's opinion, the ruling of the Chair in the first place was quite correct, and that the Amendment, which had now become the substantive resolution, was in reality passed for the purpose of shelving the question altogether.

Mr. H. DOULTON begged to observe that if that had been the object he should not have voted for it.

At length the substantive motion was put and carried by 30 against 19.

On a division it was confirmed by a majority of 10: Ayes, 30; Noes, 20.

Some slight confusion ensued arising out of a misunderstanding declared to exist by those who voted in the minority, that some of the votes were recorded under the impression that it was for the Amendment for a single line of rails.

On the eve of the termination of the proceedings, Mr. J. Williams gave notice, that at the next fortnightly meeting, he should move "That Mr. Train be permitted to lay down a single line of rails, with sidings, on the previously proposed roads."

The Meeting then dissolved.

Meeting of the Vestry, December 6th.

At the regular fortnightly Meeting held at the Vestry Hall, Kennington Green, under the presidency of the Rev. J. F. Lingham, the Rector, a tedious, desultory discussion took place, upon a notice of motion on the Agenda paper by Messrs. John Williams and John Doulton, "that Mr. Train be allowed to lay down a single line of rails from Westminster Bridge to Kennington Park." The discussion arose out of an assertion made by the opposers of the scheme that the above motion was not in order, inasmuch as the application of Mr. Train had already been disposed of by the adoption of Mr. Knight's Amendment at the previous Meeting, that the question be adjourned for six months. This assertion was warmly repudiated by the supporters, on the ground that the original application which stood adjourned for six months was for a *double* line of rails, whilst the motion in question was upon a distinct application for permission to construct a *single* line. At length the reverend Chairman suggested that as he was not in the Chair on the last occasion, the whole matter, including the confirmation of that part of the minutes, be postponed for decision at the next Meeting, in order to afford Mr. Burrup, who presided at the previous Meeting, and who was then absent, the opportunity of being present. This was approved of.

Meeting of the Vestry, December 20th.

On the above-named evening, at 6 p.m., the regular fortnightly Meeting took place at the Vestry Hall, Kennington Green.

Mr. ROBERT TAYLOR was called to the Chair, and the following gentlemen were present:—

Messrs. Churchwarden Lewis and G. Taylor; Messrs. J. Williams, Watkins, Henton, Wade, Nott, Flaskett, Barnard, Sandman, Benoimont, Hill, Wise, Avern, Turner, Joy, Jarvis, Fearis, Stiff, Hodgson, Stratton, Jeffree, Abbott, J. Doulton, R. B. Williams C. Evans, Holland, Knight, Freeman, Wells, Foulsham, Trew, Tully, Millis, Waite, Blake, Haine, Lemon, Plews, Goddard, Mitchell, Hagger, Campion, Wickson, Fowler, Selby, Stroughill, Nixon, H. Doulton, Easter, Atlee, Clout, H. S. Bean, James Jones, Rhodes, F. Doulton, Harber, Funnell, Anderson, Jesse Jones, Foster, R. Jones, Akerman, and Clemson.

The Minutes having been read,

The CHAIRMAN stated that the Minutes of the proceedings of the 22nd ult. were not confirmed at the last Meeting, because a question arose as to the ruling of the then Chairman, Mr. Burrup, in reference to a motion upon the tramway question. (Hear.) At the last Meeting the rev. Chairman postponed the confirmation until now, as he hoped Mr. Burrup would be present to make any necessary explanation in the matter However he (the Chairman) was grieved to announce to the Vestry that since that Meeting Mr. Burrup had been taken seriously ill, and was not likely to be able to attend the Vestry for some time to come.

Mr. RHODES was fully of the opinion that no harm would accrue by confirming the Minutes, as such an act would not in any way affect the question of Street Railways. He moved the confirmation, which was duly seconded and carried.

Mr. ROFFEY, Clerk to the Vestry, then read the following communications received since the previous Meeting:—

18, *Great George Street, Westminster.*

December 14th, 1860.

GENTLEMEN,—

The Vestry of St. Saviour, Southwark, having granted me permission to lay down Street Railways from London Bridge to the limits of their parish in High Street, Borough, and the Vestry of St. George-the-Martyr being only awaiting the decision of your Vestry to grant me the like permission to continue this line along the Borough Road towards Westminster Bridge, I beg to submit for your consideration a

request to lay down a single line of rails from the boundary of your parish in the Westminster-bridge Road to Westminster Bridge. Hoping this may meet the objections which have been raised,

I have the honor to be, Gentlemen,

Your most obedient Servant,

GEORGE FRANCIS TRAIN.

To the Vestry of St. Mary, Lambeth.

23, *Parliament Street*, Dec. 16th, 1860.

METROPOLITAN STREET RAILWAYS.

SIR,—

We are instructed by the promoters of the London Tramway and Dispatch Company, to apprise the several Vestries and District Boards having jurisdiction in the Metropolis, that they are intending to apply in the ensuing Session for an Act to incorporate a Company, to authorize their laying down a tramway from Knightsbridge over Vauxhall Bridge, past the Elephant and Castle, to London Bridge.

This route has been selected after mature deliberation as being the least open to objection, and yet being sufficient to test the advantages of tramways in the Metropolis.

The tramway intended to be laid down is one which has recently been patented by Mr. Hugh Greaves one of the promoters, and which, it is believed, will not be open to the objections made to tramways hitherto in use.

Having observed in the reports of Meetings of certain of the Vestries and Boards, that Mr. George Francis Train has been applying for leave to lay down tramways without the sanction of an Act of Parliament, and that in some instances such an application has been entertained, we deem it right to inform the different Vestries and Boards, that we are advised that it is illegal to sanction the laying down of any tramway along a street without an Act of Parliament being first obtained for the purpose, and that any such interference with the streets can be restrained by legal proceedings, either by an indictment for a nuisance, an information in Chancery, or an action at law at the suit of the owner of any property affected. (Sec. 96 of the Metropolis Local Management Act was not meant to destroy the private rights to the soil of the streets.)

In addition to the Bill promoted by our clients, notices have been given of five other Bills (including one promoted by Mr. Train), to sanction the laying down of tramways in the Metropolis; and as the subject must therefore at a very early period receive the attention of the Legislature, and be fully ventilated, we would respectfully deprecate any apparent facility being given in the meantime to one promoter over another.

We are instructed further to say, that as soon as his patents are completely specified, Mr. Greaves will be happy to attend your Vestry or Board, and afford every information in his power as to the nature and advantages of his invention.

We have to request that you will bring this letter before your Vestry or Board at their next Meeting.

We are, Sir, your obedient Servants,

FRANKISH & GALLAND.

To the Vestry Clerk of Lambeth.

To the Vestrymen of the Parish of St. Mary, Lambeth.

GENTLEMEN,—

We, the undersigned inhabitants of the Westminster Road, understanding that at the next Vestry Meeting a motion is to be made by Mr. Williams, to allow Mr. Train to construct a single line of rails from Westminster Bridge to Kenning-

ton Park, beg respectfully to submit that the roads in question have too much traffic on them to permit of an experiment such as Mr. Train proposes.

That the trade in the Westminster Road would be considerably injured by passengers being carried from end to end.

That great danger and inconvenience would arise from Mr. Train's omnibus compelling all other vehicles to give up the centre of the road in passing, particularly in the narrow part from the Railway Arch to the Bridge.

That an iron tramway even if roughed would quickly become smooth again, and prove extremely dangerous to horses passing over or along it.

That the experiment if permitted would give rise to opposition from other omnibus proprietors, the noise and confusion of which would entirely destroy the quiet of the road.

And we do not think the convenience or comfort of the public would be increased by 50 or 60 persons being crowded together in one vehicle, or taken up or set down in the middle of a dirty road.

We therefore beg you will reject the motion of Mr. Williams, and prevent any such experiment being made on these roads.

We are, Gentlemen,

Your most obedient servant,

JAMES HAYMAN, and 45 others.

The notice of motion given by Mr. J. Williams, "That Mr. Train be allowed to lay down a single line of rails from Westminster Bridge to Kennington Park," was again deferred till the next meeting, with the unanimous consent of the Vestry, when it should be fully decided on.

Other business, mainly of a routine character, having been disposed of an adjournment of the Board to the 17th January following then took place for the Christmas vacation.

Excited Meeting of the Vestry.

At Six o'clock on Thursday the 17th of January, 1861, the Representative Vestry of Lambeth assembled at the Vestry Hall, Kennington Green, to resume the adjourned debate upon the motion of Mr. John Williams, that Mr. Train be allowed to lay down a single line of rails from Westminster Bridge to Kennington Park.

Mr. George Francis Train and his Secretary Mr. Longden were present in the gallery, which afforded accommodation also for a number of Ratepayers, who appeared to take a deep interest in the animated discussion that ensued.

Mr. R. TAYLOR having been unanimously called to the chair,

The minutes of the previous Meeting were read and confirmed.

Mr. JOHN WILLIAMS, in rising to move the resolution of which he had given notice, said: Mr. Chairman, I think the general merits and demerits of this question have been pretty generally discussed, especially at this Vestry on the 22nd of November last. But if you will bear with me for a few minutes I will endeavour, briefly, to show the great necessity for having Street Railways, or something of the kind, immediately adopted to ease the over crowded traffic of some of our principal streets. (Hear, hear.) I can unhesitatingly say this for myself, Sir, to speak nothing of the danger incurred, I have suffered the inconvenience and annoyance of being blocked up and detained in some crowded thoroughfares for twenty minutes or more at a time, on account of want of proper classification of the enormous traffic. I believe it is now universally acknowledged, Sir, that the traffic of London has at least doubled; (cries of "more") or more than doubled within the last twenty years. With this fact in view, and the inference therefrom that it must continue to increase in like proportion in future years, the enquiring mind naturally desires to know something of the means to be devised for relieving this enormous traffic. Now, as far as I have been able to ascertain, and I have given some atttention to the subject, I think the system of Street Railways, as proposed by Mr. Train, is a very good one; and if generally adopted by this, and other parishes similarly situated, would very materially relieve such inconveniently crowded thoroughfares as the Strand, Fleet Street, Ludgate Hill, Cheapside, Poultry, &c., as, no doubt, all who have studied the question will admit, that the best plan, at all events, for immediatly benefitting these streets is to have Railways established in the suburbs. Mr. Train in the present instance comes opportunely to our assistance, to help to remove a great burthen in the increase of our highway rate expected to be not far distant, as his system it is contemplated, will effect a great saving to the parish in the repair of the roads. (Hear, hear.) It will also effect a very great saving of horse power; and instead of losing, he expects to make a fair amount of profit in return for the expense which he will assume in the construction of this Railway. There can be no question in the minds of those who fully understand the principle of the plan, that, by its introduction he will confer upon the metropolis a great public boon; and he will be amply repaid by the patronage he will receive on account of the superiority in accommodation and capacity of his cars over the ordinary omnibus, and the host of new customers it would alone be the means of bringing to the Westminster Bridge Road shopkeepers, would do them a great amount of good. (Hear.) I do not consider it is the shopkeepers in the Westminster Road, but it is a few interested parties in the omnibus traffic, who endeavour to stand in the way of this great improvement. (Applause.) Just look at what Mr. Wilkinson, the solicitor of the General Omnibus Company, says in reply to Mr. Overton, at the Marylebone Vestry, at the time Mr. Train's application at that Board was considered. Mr. Overton, in addressing Mr. Wilkinson, who was there as one of a deputation from the London General Omnibus Company, said: supposing we deferred our decision, and should be in favour of the scheme proposed by

the company would you lay down an experimental line in any part of the parish, if you have the privilege of making the choice?

"Mr. Wilkinson answered: I say yes; but not if the same plan is granted to "Mr. Train.

"Mr. Overton: Then you propose to lay down a plan different to that of Mr. Train?

"Mr. Wilkinson: No; you misunderstand me. I am asked if you allowed Mr. "Train to lay down a line in one part of the parish, and allowed us to lay down our "line in another, would we be willing to do so? To that question I reply; we would "be willing to lay down an experimental line, but not if two were granted. If you "determine Mr. Train's plan is better than mine, I am out of the field; *if otherwise* "*I would not have competition.*" (Hear).

Now, I ask you, Mr. Chairman and gentlemen, to compare Mr. George Francis Train's application with that of Mr. Wilkinson, and draw your own inferences upon the question of *monopoly* so often charged against Mr. Train, without the least foundation, by his opponents. (Hear, hear).

Mr. WILLIAMS then read, as before, from Greene and Rippon's pamphlet of the debates in Marylebone, as follows:—

"The Chairman then called upon Mr. George Francis Train, to know if he had any "desire to address the Committe.

"Mr. Train: I do not know that I have anything more to say; my application is "before you. I wish, however, for the meeting to distinctly understand I am not here "as an opponent of the London General Omnibus Company, or Mr. Curtis. I ask for "*no monopoly*, no priviledge, (loud applause) and will undertake all the risks, costs, and "legal liabilities (if you fear any), as my desire is to introduce into Marylebone a great "improvement, a plan of Street Railway that has been well tried, and in extensive "operation in America, and now practically demonstrated in Birkenhead, and proved to "be a great blessing to those communities.

"Mr. Brooks: Do you not consider that any carriage using any description of flange "to run on your line will be an infringement of your patent?

"Mr. Train: Not at all, Sir. I will take care of myself. I ask for *no monopely* "*whatever*, nor any exclusiveness; and I do everything at my own expense." (Loud cries of Hear, hear.)

Mr. WILLLIAMS continued: I feel, Sir, you will find as much difference between the views of the London General Omnibus Company and the liberal views of Mr. Train, as between the tyrannical reign of Henry the Eighth and the liberal reign of Queen Victoria; in short the proposal of Mr. Train is free trade, and the proposal of the London General Omnibus Company is a mischievous monopoly, When Mr. Train was trying in Marylebone why did not the Company, if they had no desire for monopoly and wished to act fairly and liberally, try for permission to lay down also an experimental line in another district, so as to give to the public the benefit of a fair competition?

(Hear, hear.) But no, Sir, they would a great deal rather, it appears, follow Mr. Train everywhere, to interfere with his project and to prevent his having a fair opportunity of competition. (Hear, hear and applause) Mr. Williams then detailed the terms of Mr. Train's application to the Vestry of Lambeth (which can be seen on another page). Mr. Train (continued the speaker) is prepared to give us cash in the bank of England for security, which, to my mind, is quite satisfactory; as regards the memorial which has been got up in the Westminster Road in opposition to this scheme, I must, at once, tell you that this memorial was got up by people who are personally interested in keeping up that mischievous monopoly of the London General Omnibus Company. One of these persons is a horse dealer, another is a hay merchant, and the third is a petition dealer, whose profession is to get up such memorials, and in respect to that I may remind you, Sir, that special pleaders have at all times to be engaged on either side of a case. (Laughter and Hear, hear.) Mind I do not object to memorials, particularly when fairly expressing the wishes of people, indeed, as a general rule, I am willing to pay a great deference to them. But in this instance I do deprecate, Sir, some of the fabrications resorted to in order to get up this memorial. (Cries of Hear, hear.) Why, Sir, one person was called on in the Westminster Road and was told that 15 feet of the thoroughfare would be exclusively kept for Mr. Train's Railway Cars, and he signed the memorial solely on that ground. Now, Sir, I beg to assure the Vestry, and indeed it is well known to most here, that Mr. Train does not require the exclusive right of any part of the road; and I maintain that the road will be as available for public convenience, when the rails are laid down, as it is at the present moment. Another was told a still more ridiculous story—that the Cars would be drawn through the road by a large snorting engine. (Oh, oh and laughter.) But there was another statement made still worse than all, viz., that this scheme was a concoction of the Jesuits, that the rails were to be made hollow and were to be filled with powder, and on a given day, at the instigation of the Jesuits, we were all to be blown up. (Roars of laughter.) However, I consider that this Vestry is too intelligent to be led away by any such ridiculous outside pressure; and I think I may assume, without fear of being contradicted, that this Vestry has the average intelligence of the parish, and we have five gentlemen in this Vestry who are carrying on important businesses in the Westminster Road, and when the Committee brought up their Report on this question, viz.: on the 22nd of November last, four of these gentlemen out of the five voted for the double rails to be laid down, and that will at once show to the Vestry what the *intelligent portion* of the inhabitants of the Westminster Road think of the street railway. I am therefore willing to leave the matter entirely in your hands, by adding that I honestly think under all the circumstances of the case we cannot do wrong in accepting Mr. Train's liberal proposal at once, as we shall have, in accordance with that proposal, the entire control of the road, and therefore I beg to move that Mr. Train be allowed to lay down a single line of rails with proper sidings

from Westminster Bridge as far as St. George's parish on the Westminster Road, and thereon to Kennington Park, upon the conditions set forth in the Report upon the subject submitted to Vestry, and such other conditions as the Vestry may consider necessary. (Applause.)

Mr. F. DOULTON begged to second the motion, and if necessary he should make observations upon it at a future period of the debate.

Mr. FUNNELL called upon the Chairman to have the petition and other communications read, as he thought now was the proper time to hear them. (Hear.)

The CHAIRMAN said in reply, the memorial and communications referred to had been read already, but they should be read again, as perhaps some present had not yet been made acquainted with them.

Mr. ROFFEY, Clerk to the Vestry, at the request of the Chair, then read the following communication:—

St. George the Martyr, Southwark.
Vestry Clerk's Office, Vestry Hall,
Borough Road, S.E.
15*th November*, 1860.

Dear Sir,

Mr. G. F. Train has made an application to this Vestry for permission to lay down Street Railways in this parish.

We understand that a Committee of your Vestry visited Birkenhead and made a Report on the subject; and that the Report has been printed. I am directed by the Roads Committee, to whom the matter has, by this Vestry, been referred, to request you to favour them with a copy of the Report. I am also to enquire whether it would be convenient to the Committee who made the Report to receive a Deputation from our Roads Committee, if desired.

I am, dear Sir, yours truly,
DANIEL BIRT, *Vestry Clerk*.

THOS. ROFFEY, Esq., Vestry Clerk, Lambeth.

The CHAIRMAN said: In reference to that communication. six copies of the Report were duly sent to that Board six weeks ago.

Four other communications were next read by Mr. Roffey, viz.:—A memorial from 46 Ratepayers opposing the scheme, a letter from Messrs. Frankish and Galland, and two letters from Mr. G. F. Train, all of which are given in full on another page in the Report of the Vestry of the 20th December, 1860, except the following:—

18, St. James's Street,
December 6th, 1860.

Dear Sir,

The opposition to my application, to your Vestry, appeared to be to the double line; and understanding that the question is to be re-opened, I hereby offer to lay down a single line on same terms.

Yours very truly,
GEORGE FRANCIS TRAIN.

To the Chairman of the Lambeth Vestry.

Mr. STRATTON wished to know in what relationship Messrs. Frankish and Galland stood to the Lambeth Vestry. Were they the solicitors or what? (Hear, hear.)

The CHAIRMAN said they were Parliamentary Agents for the London Tramway Dispatch Company.

Mr. WISE in support of the memorial said: in addition to those who signed that memorial, I made it my business to enquire of persons who reside in the back streets in the immediate vicinity of the Westminster Road, what their opinion was to the proposed Street Railway, and they invariably objected to it.

Mr. JESSE JONES: Mr. Chairman, I am far from being opposed to Mr. Train's system of Street Railway, but as a resolution was recently passed by this Vestry against adopting the plan for six months, I simply desire to ask you, Sir, if it is competent for us to entertain this before then, or until that resolution is rescinded? (Oh, oh).

CHAIRMAN: The Report of the Committee recommended the laying down of a double line, but the Resolution now before the Meeting is for a single line, therefore I apprehend that this is an entirely different subject. (Hear, hear.) It strikes me that I shall be only doing my duty to the Vestry by allowing this to be considered as a totally different subject. (Applause).

Mr. F. DOULTON: I am only sorry so far as I am concerned that I was not here on the former occasion when the motion for the adoption of the Report was negatived, as I should certainly have given my vote for the double line of rails. (Hear, hear.) I consider that in view of all the facts the Vestry has no right to refuse such an application without knowing it would be really injurious to the interests of the parish, and I must confess I was indeed much surprised that the adoption of the Report was not unanimously passed, for it appears to my mind that all the advantages are really on one side. (Applause.) The only question to be reasonably raised at all is as to the security which Mr. Train poposes to give. If proper guarantees are entered into for re-instating the road if found necessary after the scheme has been fairly tested, such as have been accepted by other parishes, certainly that is all we are called upon to ask. It is just possible it may be a failure, and if so I think we ought to be in a position to call upon and enforce Mr. Train to take up those rails and re-instate the roads without unnecessary delay. Now if Mr. Train will, and I have not the least doubt about it, enter into proper guarantees also with this Vestry, to keep that portion of the road required for the tramway in repair, no question can exist that it must be a considerable saving to us, and really in view of this and other advantages that will probably accrue to the parish, it does strongly appear to me that it is quite proper we should, without further hesitation, sanction the application. (Applause.) Surely no man in this Vestry, practically acquainted with the cost of the repair of the roads, will deny the fact that the carrying out of the scheme, as proposed, will be a saving to the parish. In view of these facts, then, let us see how the plan will succeed; and unless it can be shown that the laying down of this single line of rails is prejudicial to the interests of

this parish, it is assuredly our duty to allow it to be put to the test, that we may have the opportunity of seeing to our complete satisfaction how it does work. (Hear, hear.)

Mr. HAGGER could see no benefit to be derived from it whatever, and therefore moved as an Amendment that the question be adjournod for six months. The distance proposed was so short and the disadvantages so great, that he could not see how it could be any saving or advantage whatever to the parish.

Mr. ORME seconded the Amendment.

Mr. ANDERSON, in supporting the Resolution, said: I really cannot see what opposition there reasonably can be to the laying down of this railway, and it does seem to me when Mr. Train comes forward with a highly advantageous project, one of the main features of which is to ease the expense of keeping in repair the roads of this parish, to be monstrous thus to oppose it. (Hear, hear.) The objections raised in the Memorial from the Westminster Road are ridiculous. One objection offered was that the laying down of the rails would take up so much time, and thus interfere with the shopkeepers' business. Now, Mr. Train states that he can lay down 300 feet per day, consequently that objection is groundless. Then the Memorialists did not think the convenience or comfort of the public would be increased, because his vehicles were so much larger than others. Then there was another objection advanced, that the rails would interfere with the vans of certain parties. Now I want to know what obstruction there would be with so slight a projection as half an inch? (Hear, hear.) I would ask the gentlemen who raised that objection in this Vestry, and who drive their own vehicles, if they do not meet with something more than this projection of five-eighths of an inch in the granite pavement, and by other means in this parish? (Applause.) I trust the Resolution will be adopted.

Mr. DEPUTY HARRISON felt bound to say that in his opinion Mr. Train's Street Railway was one of those schemes that ought to be tried. (Hear.) He then proceeded to say: I think I heard that one of the terms on which the application of that gentleman was proposed to be sanctioned is, that the rails should be laid down according to the approval of our Surveyor. Now, I have a very high opinion of our officers, who, I have no doubt, perform all the duties allotted to them, with unquestionable satisfaction, but I object to this term on principle, as I think it is a duty incumbent upon the Vestry to retain the power to condem—(hear, hear)—especially in an important scheme of this kind However, if it is to be left in the hands of the Surveyor to any extent, or if in the Officer's name at all, the wording of the term should be "or the Vestry," and I would here suggest an alteration to that effect. (Hear.) I have always found it to be the best plan to keep the power in the hands of the Vestry and not depute it to the officer. I feel a deep interest in this question of Tramways, which is not a new question to me. I have had it before me in the City now for some time, but, of course, the streets of the city are so different to this neighbourhood that it makes a somewhat different question. Although our body in the

City have had the question brought before them, and have come to no conclusion upon it yet; they have looked upon the scheme with great favour, and many of us think it will be most advantageous to our wide streets. (Hear and applause.) And with this single alteration that I have suggested, I really think we cannot reasonably object to this scheme being tried.

Mr. J. WILLIAMS offered no objection to the alteration proposed. He here wished to inform the Vestry that Mr. Train had just sent in his card, and desired to make one or two explanations to the meeting; whereupon

The CHAIRMAN said he would take the sense of the Meeting upon it. He thought every Vestryman who desired to speak should be heard first. (Hear, hear.)

Mr. PLEWS said: If any Ratepayer living in the proposed line of route objected to the scheme, they have had an opportunity of doing so, and several have done it by signing the memorial presented, which it is the duty of this Vestry to properly consider. (Hear.) I fancy I know something of tramways, and I think I have been engaged in laying them down before Mr. Train was born. (Loud laughter, and hear, hear.) I have been, I may say, engaged in laying down tramways all my life, but this system is certainly somewhat different to the old roads. (Hear.) Now, I think you will find that whenever carriages attempt to cross these rails they will slide about in various ways, and they will very soon get a wheel off, and its attendant consequences, besides other serious injuries. And immediately a horse puts his foot on that projecting line he must fall down and break his neck. (Renewed laughter) He will, you mark my word, as a horse always strikes with his toe first. I need not tell you how impossible it will be for heavy traffic to pass along on these trams, as that must be obvious enough to any one who knows anything about it, and the result will be that by allowing this tramway, you will divide the traffic into three lines. It does not appear to me that Mr. Train, by his plan, will lessen the traffic in the least. And I think the roads will be so much more worn and cut up where the heavy traffic will be always obliged to go, that it will certainly be the means of costing the parish a larger sum of money to keep it in repair than it does now. (Oh, oh.) There certainly must be more wear and tear by a continuous line in one part of the road. There is one thing Mr. Train cannot do, I am certain of, and that is lay down three hundred yards a day; why according to that he would finish the whole line in three days. Now, I am very sure, that is perfectly impossible. Again, I consider that when a memorial comes to the Vestry from the Ratepayers it should be treated with respect, and not with ridicule as in this case. I dare say I shall be in the minority on this question, but for all that, I do say, if you allow a line of rails to be laid along that road you will deeply regret it. I have no doubt many gentlemen here are aware of what that road first cost us. I assure you that it was a very large sum of money, as they must know, and therefore I do hope you will be careful how you decide upon this subject.

Mr. HOLLAND: This is really a question before us only as an experiment. (Hear,

hear.) It comes before this Vestry, and I think before the public also, as one of those great improvements similar to those which have been made in former times, and have always met with the same objections of a greater or a lesser character. (Hear, hear.) I remember, as of course all of us can, the time when the idea of steam ships crossing the Atlantic was ridiculed. The same objections have been raised against railways, the telegraph, and indeed against every great public improvement. Now, if tramways can be laid in any part of the Metropolis, they certainly can be here, and if advantageous at all their advantages for this locality must strike us at once. (Hear, hear.) If, however, they should not prove to be successful, we shall have the remedy of their removal in our own hands. Of course the security to be deposited in our hands will be sufficient to enable us to take the rails up again without any cost to the parish, if deemed necessary, and if Mr. Train does that I think we really should have no objection to allow the immediate construction of this single line. I should object to a double line of rails, but I hope Lambeth will be the first to try the experiment with a single line. (Hear, hear.) It will be a great public benefit, perhaps, and if so this parish will reap so much more of the benefit that will probably by this means be accorded to other parishes of the Metropolis as well. As to the question of legality in the carrying out of the plan, I will also say, if it is illegal we shall also have the remedy in our hands; but I believe it is perfectly legal for us to give our permission, and I hope we shall adopt the Resolution.

Mr. FEARIS believed they (the Vestry) were prohibited, by the 96th clause of the Metropolis Local Management Act, from giving their permission for such an undertaking. (No, no.)

Mr. GILES said: To carry out the suggestion of some gentlemen I propose to add this to the Resolution—"and the Vestry to have power to require Mr. Train to remove such line of rails in case they deem it desirable." I think that answers the wishes of several gentlemen who advocate the postponement of the question for six months, and will induce them to withdraw opposition to the motion now before us. I will ask the Mover of the Amendment if he will withdraw it on the addition of those words to Mr. Williams's Resolution?

Voices: We have always had that power.

Mr. GILES thought the Resolution did not show that sufficiently to the minds of some of the gentlemen. He said: My friend Mr. Turner and others are probably aware that we have the power of calling upon Mr. Train to remove the rails if they prove to be an inconvenience to the public traffic, but it appears that some gentlemen do not understand it. There is ample room also, Sir, by this means to meet the objections of the people in the Westminster Road, and therefore I cannot see that much weight need to be attached to their statement that it is dangerous to the traffic. And there are many other things that may be said in favour of the adoption of this scheme which I shall not now refer to, as I have no doubt all of us have by this time fully made up our mind how

we are going to vote to-night. (Hear.) But, I must say, I do hope the result will be the carrying of the Resolution, especially as it so happens, Sir, many other parishes are looking up to the Lambeth Vestry's decision on this matter. I have not the slightest doubt that a whole net-work of parishes in the Metropolis will permit Mr. Train to lay down his rails, if Lambeth will give that gentleman the privilege. I trust you will permit it, as it appears to me that Lambeth, by the adoption of the scheme, has everything to gain and nothing to lose. (Hear, hear.)

Mr. STIFF: I should be very sorry to object to any public improvement, and if this is one I would rather give it my support than object to it. But it does appear to me that if we allowed Mr. Train one side of the road, instead of the centre, it would be more advantageous. It would, at least, afford greater convenience for ladies to get in and out of the carriages; and it would not so much obstruct the other traffic of the road. I certainly think that such a plan would not so much occupy the road, and I think, if adopted, there would not be so strong an objection as there is now. (No, no.)

Mr. POCOCK said: I shall occupy your time but to a very limited extent. I think, Sir, the representations of the memorialists apply only to the legal inconveniences of this subject, and yet it will not be long, I apprehend, a legal question. He then went on to detail the objections set forth in the memorial. He could not understand many of them as substantial. To this new and highly convenient method of transit he could not see how any objections could be raised, and he should like Mr. Train to explain their advantages to them. He ridiculed the idea that it would prove an obstruction to the general traffic. If any regulations were required, surely the police had the power and could interfere and stop wilful obstructions. Of course there were advantages and disadvantages in this as in every improvement, but he certainly believed that the former largely outweighed the latter. (Loud cries of hear, and applause.) Amongst the many advantages of this new system of transit was one not to be overlooked in the agreeably diminished oscillation of the carriages, as shown from the Westminster Bridge tramway, where an invalid could very soon find out the agreeable difference to the ordinary road. Another advantage was, he believed, to be derived by the saving of horse labour, and he was of opinion, if any member of the Society for the Prevention of Cruelty to Animals were present to night, he would be decidedly in favour of the plan. (Hear, hear.) Looking at the present state of the roads, and the great amount of repair they would require and were continually requiring, he felt warm upon the subject of immediately adopting it, as he was satisfied it would be the means of materially lessening that important item of parochial expenditure. (Hear, and applause.) All these matters may be looked upon as common-place considerations with which perhaps he ought not to have taken up their time at this advanced stage of their debate, but he felt that all tended to induce them to carry the plan into effect. He, however, desired to add, that in reference to the chances of horses stumbling over the projecting rails and falling as alluded to by Mr. Plews, it was his opinion that accidents

of this nature would be so few that it ought not to weigh much in their decision upon the matter.

The CHAIRMAN then read both the Resolution and the Amendment, and while in the act of putting the latter to the vote,—

Mr. PLEWS rose and endeavoured to speak, amidst loud cries of "spoke, spoke."

The sense of the meeting was at length taken upon the Amendment, which was declared to be negatived :—Ayes, 27, noes, 35.

Mr. JESSE JONES next moved a second Amendment, that the question be adjourned for two months; he did so, not because he was altogether opposed to the scheme, but that they might, in the meantime, consider the propriety of rescinding the Resolution passed, which adjourned the question of a double line of rails. (Oh, oh.)

The Chairman next submitted this Amendment, which met with a still greater defeat, there being but 7 votes recorded in its favour.

The Resolution was then carried :—Ayes, 35, Noes, 22

On a division being demanded by Mr. Hagger, it was confirmed by 38 against 26. (Loud applause.)

It was then resolved that the Solicitor be instructed to draw an agreement between the Vestry and Mr. Train in accordance with the Resolution, and that the following gentlemen constitute the Committee on Tramways: Messrs. G. Hill, J. Williams, F. H. Fowler, H. Akerman, T. Giles, W. Stratton, J. Plews, Goddard, Mitchell and Purssey.

The Meeting then separated.

The Report of the above named Committee, together with a draft Agreement, was brought up at the

Vestry Meeting

Held on Thursday, February 14th, 1861, at 6 p.m. After the usual routine business, the Report, of which the following is a copy, was read by the Vestry Clerk (Mr. Roffey).

"Your Committee have to report, that in order to carry into effect the Resolution, passed in Vestry on the subject of street railways on the 17th day of January, Meetings were held on the 24th day of January last, and the 4th day of February instant:

Mr. George Hill in the Chair.

At the meeting held on the 4th day of February, Mr. Train, the promoter, attended, accompanied by Mr. Samuel, C.E., one of his engineers. A plan of the proposed tramway was submitted, and after several alterations suggested by your Committee as to the position of Sidings, the same was approved.

First. In relation to the sureties offered by Mr. Train, your Committee have con-

sidered the replies of the Referees obtained by direction of your Committee as to the sufficiency of such Sureties who are recommended for acceptance by the Vestry, viz. James McHenry, Esq., Merchant, of No. 10, Unity Buildings, Cannon Street, in the City of London; and Wm. Walker Gilbert, Esq., Merchant, of No. 10, Cannon Street, in the said city.

Secondly. In relation to the security to be entered into by Mr. Train and his Sureties for the due and specific performance of his undertaking, your Committee recommend that a bond should be executed in the penal sum of £1000, to ensure the performance and observance of all the clauses, terms, and conditions defined in the Articles of Agreement hereunto annexed.

Your Committee have read and considered each clause in the Articles of Agreement seriatim, and approve thereof; and the said Articles of Agreement are now submitted to the Vestry for consideration and adoption.

Mr. Train has perused and approved thereof.

Dated this 4th day of February, 1861.

(Signed) GEORGE HILL,
Chairman.

The Agreement, which contained very stringent clauses, was then read; and upon the Motion that the Report, with the Agreement, be received—

Mr. KNIGHT wished to know whether counsel's opinion had been taken as to the terms of the Agreement.

The Vestry Clerk said he had not taken Counsel's opinion, as he did not consider it necessary.

Mr. KNIGHT then asked whether any Surveyor or Engineer had been consulted.

Mr. ROFFEY (Vestry Clerk) replied, that he had had an interview with Mr. James Samuel, (one of Mr. Train's Engineers) and one of the members of the Committee (Mr. Plews), was also an Engineer.

Mr. KNIGHT—who evidently wished to raise a quibble of some sort—said he did not think that was sufficient, they ought to have called in an independent engineer. (Cries of order, and chair.) He thought it was quite evident that that Agreement had been drawn upon the suggestions of Mr. Train's Engineer.

Mr. ROFFEY (Vestry Clerk), here stated that such was not the case, as the Agreement was drawn by him, and in the hands of the Committee before Mr. Train and his Engineer waited upon them.

Upon this, Mr. Knight, finding it impossible to *make* a flaw, resumed his seat amidst mingled laughter and cheers.

Mr. HILL, on rising as Chairman of the Committee, to move the adoption of the Report, said: I think, Sir, the opponents of Street Railways must admit that the terms of the Agreement are sufficiently stringent, and that Mr. Train's willingness to agree to such severe terms is a proof of his confidence in the success of the undertaking. Whatever may be the result of the undertaking, one thing is certain that so far as legal fore-

sight can protect, this Vestry is amply protected against any consequences of an injurious character. Yet let not the omnibus or any other interests imagine that because Mr. Train is to bear the brunt of any legal questioning of the right of this Vestry to permit Mr. Train to lay down trams, that therefore they can fire away at him with a view of crippling him in his efforts to carry out the work. Whoever may have to bear the expense the fact will be still the same that those interested parties who use our road for trade purposes without paying us a farthing, will be really fighting for the purpose of curtailing the power of this Vestry over the roads. And if the resistance which the conduct of those monopolists may excite in a large portion of this Vestry will not be sufficient to beat them back, let them beware, because if the same sort of vehicles are put upon our streets as are now running at Birkenhead, the public and the press cannot but approve of the new, cheap, and luxurious mode of travelling, and Mr. Train will be backed by a force that will shiver those miserable monopolists to atoms. (Hear, hear.) The only other thing I have to say, Sir, is that Mr. Train's Bill, a copy of which is before me, and which will shortly be introduced to the House, is a permissive Bill, and can do no harm, and that our giving him permission to lay down trams in our streets will not—cannot—prevent our opposing his Bill if, during any of its stages through Parliament, it should be so altered as to require opposition. Let it be borne in mind that the passing of that Bill will increase the power of the Metropolitan Vestries by placing it beyond all doubt or cavil that every parish can legally enter into an Agreement such as that before us. It will not coerce any parish, but simply silence the captious, and assure the timid that they can do what we are doing with perfect legal impunity. (Hear, hear.)

Mr. FOWLER seconded it.

Mr. RHODES, who had a Motion on the paper to insert a Clause to the effect that the permission to Mr. Train should not preclude the Vestry from opposing Mr. Train's Bill in Parliament—then rose and said that as there was a clause in the Agreement almost in the words of his motion, he should, of course, withdraw it—at the same time, he would say in answer to Mr. Hill, that the Vestry were not going to bind themselves to take part with the Omnibus Companies or with Mr. Train in any disputes which arose between them, and he had no doubt such disputes would arise, as he was sure in his own mind that the Vestry had no power to grant the permission they had done, and if he were an omnibus owner or an inhabitant of the Westminster Road he would test the matter. (Cries of question, and sit down.) Gentlemen said "question," but he thought he was speaking to the question.

The Chairman (Mr R. TAYLOR), here reminded the speaker that the matter before the Meeting was the adoption of the Report, and he could not allow the whole subject of Street Railways to be re-opened. (Cheers.)

Mr. Rhodes then resumed his seat.

Mr. G. TAYLOR wished to know whether the permission of the Board of Trade had

been asked to lay down these rails; he was sure they could not be laid down without such permission. (Laughter.)

Mr. ROFFEY (Vestry Clerk), said, as the legal adviser of the Vestry, his opinion was that such permission was not necessary, therefore it had not been asked. (Hear, hear.)

Mr. H. DOULTON said it appeared from the terms of the agreement, that the rails were not to be laid on the crown of the road, but on one side of it; now he thought this was breaking faith with the Vestry. (No, no.) He said yes, for he had always understood that the line was to be laid in the centre of the road, and it was now proposed to lay it *two feet* from the centre which he was sure would be a public inconvenience. If a vehicle was standing by the curb, the off wheel must of necessity be on the rail, which would of necessity impede the traffic. (Laughter.) He assured the Vestry, that unless that part of the Report were altered, he should vote against its adoption.

Mr. J. WILLIAMS would inform the Vestry that he considered that the Committee to whom the arrangement of this matter, and the drawing up of the Agreement had been entrusted, had quite as much knowledge of the practical working of street railways, and had also as great a respect for the public convenience as the opponents of the scheme, yea, even as Mr. Doulton himself. (Cheers.) They had very carefully examined the plans, and with the one or two slight alterations which they had made, he was sure they would not interfere with the convenience of any one. He considered that the opposition on this occasion showed a great want of public spirit, and was a very humiliating display of selfishness on the part of certain interested parties whose influence had no right to be felt or acknowledged by this Vestry. (Hear, hear.) He felt quite confident that the scheme would be eminently successful.

Mr. PLEWS said he had not in the least altered his opinion as to street railways, which he had opposed from the commencement, but, as a member of the Committee, he would assure Mr. Doulton that the plans as laid before the Vestry were the best they could possibly adopt. With regard to the proposed position of the rails it was best for this reason: if the rails were laid in the centre of the road as Mr. Doulton proposed, the sidings would be between them and the curb, and would be to some extent inconvenient, but being laid on the south side of the centre, the sidings would be on the crown of the road which, in his opinion as an engineer, would be the most suitable position for them. (Hear, hear.)

Mr. RHODES here rose and, amidst loud cries of "Spoke," "spoke," "order," "chair," and hisses, requested to be informed whether any time was named in the agreement for Mr. Train to commence operations.

The Vestry Clerk: No!

Mr. ANDERSON said, in the whole course of his experience he had never known a person to be subjected to so great an amount of insult as Mr. Train had experienced at

the hands of certain members of that Vestry. It was the grossest course of persecution he had ever witnessed, and was a disgrace to persons sitting in that Vestry as the representatives of such a parish as Lambeth. He thought the Agreement was stringent in the extreme, and he was sure it contained every proviso the Vestry could desire; he felt confident of the success of the undertaking, and he hoped Mr. Train would go on and prosper in spite of his narrow-minded and self-interested opponents. (Cheers.)

Mr. HILL, in reply to the question of Mr. Rhodes, said he had just received an intimation from Mr. Train's Secretary, that Mr. Train was ready to commence laying the rails as soon as the Agreement was completed. He might say, that, upon the Agreement coming up to receive the seal of the Vestry, he would name a time for the commencement of the works. (Loud cheers.)

The Resolution was then put and carried, there being but three dissentients.

OPINIONS OF THE PRESS.

STAR AND DIAL, *November 13th*, 1860.

Hoodwinking an adversary may be regarded as perfectly fair in diplomacy; but plain men of business cherish a liking for a more honest style of tactics. Englishmen are generally content to leave double dealing to ambassadors, who assuredly practise enough of it to serve for the entire nation; in their own transactions they like at once to take up their position either as cordial friends or as open foes. Mr. Train has consequently ample reason to complain that he has been treated after a fashion very different from that which a knowledge of the general habits of our countrymen might have led him reasonably to anticipate. The members of the Marylebone Representative Council, in their negociations with this gentleman, have fulfilled, according to the letter, if not according to the spirit, a venerable Christian precept, He was a stranger and they took him in. When he submitted to this, no doubt sagacious, but incontestibly noisy body his scheme for laying down a street railway within the limits of its jurisdiction, the clamour which ensued was as great as if he had proposed to fill all the sewers with gunpowder, and on some unnamed day to attach to the train a quick match, warranted not to burn more than fifteen seconds. The inhabitants of streets once aristocratic, but now consecrated to the repose of mildewed gentility, were in a moment up in arms. They were not content with the axiom that every Englishman's house is his castle; according to their showing, every Englishman's street must be looked upon as his Glen Tilt. Not enough for them was the occupation of commodious tenements, and the enjoyment of undisputed right-of-way; the peace of their existence depended upon the exclusion from the thoroughfares of vehicles patronized by the vulgar rabble. They made no special objection to the passage of private carriages—these being of course a part and parcel of polite society—but the bare thought of periodical omnibuses thrilled their souls with horror. "Let us be genteel or die" was the motto blazoned upon the flag which they nailed to their mast; and they appeared to be possessed by a strong conviction of their right to insist that the dullness of their domestic interiors should be reflected in the street without. So vehement was their clamour, that it raised from the tomb the phantom of a long departed bugbear. Feudal arrogance awoke from the deep slumber of centuries, and, animating the mortal frame of Lord Portman, put forth a bold claim to thwart the convenience of the public at large for the mere gratification of the whim of the territorial proprietor. Arguments of every kind were pressed into the service to defeat the scheme of the bold American, who had dared, in his anxiety to increase the facilities of conveyance within the reach of the masses, to tread upon the toes of aristocracy, and to bruise the yet more tender corns of parvenu pride. The inconvenience resulting from the taking up of the pavements was dwelt upon with touching pathos—an indication of an awakening conscience which leads us to hope that a day may yet come when that phenomenon is not visible in at least one of our leading metropolitan thoroughfares; at the same time the opponents of the street railway thought it quite unnecessary to dwell upon the fact that its projector had offered, before he began his operations, to deposit the amount required to restore the streets to their original condition, if the new system failed to secure the approval of the public. For a while this tempest in a tea cup raged with savage fury; but at last the belligerents, thirsting for peace through sheer exhaustion, consented to lay down their arms and conclude a temporary armistice. It was agreed that for the space of three months the question of street railways should no more agitate the parochial senate; the special object of this postponement being the attainment of such light as experience might shed upon the point at issue. Mr. Train was about to carry his scheme into execution in Victoria

Street; and as this was not one of the cases in which delays are dangerous, it seemed only reasonable to wait until the advocates could prove their assertions, and the cavillers could dissipate their doubts, by an ocular inspection. That the question should stand over for three months was the convention concluded with Mr. Train, and not with him alone. The London General Omnibus Company and Mr. Curtis had both requested that, if the construction of street railways were contemplated, they might be allowed to give in their plans and enter into fair competition with the American projector; and all were apprised of the postponement, and made their arrangements accordingly. But the army, which fancied that it was enjoying the delights of a truce, now finds that it has been slumbering on a mine. Before one-fourth of the prescribed delay had elapsed the Marylebone Representative Council entered upon a discussion concerning the laying down of a stone tramway, in Oxford Street; and in spite of the vigorous resistance opposed by the more sensible and conscientious of its members, a resolution which involves a positive breach of the compact entered into was carried by a large majority. Now, no matter whether stone tramways or iron rails be best adapted for street traffic, there can be no doubt that the course which has been adopted is wholly opposed to the spirit of fair play. It was agreed that the matter should stand over for three months; why then precipitate a decision in as many weeks? We can guess at only one plausible explanation of this singular policy. Mr. Train offered to lay down his rails at his own expense; the stone tramways are to be constructed at the cost of the ratepayers. Can it be that the members of the Marylebone Representative Council experience so keen a delight in spending other people's money, that they cannot bear to be deprived of this pleasure by a gentleman who is satisfied that the profit will repay him abundantly. It is true that a side wind of opposition to Mr. Train's scheme made itself apparent during the discussion. The clergy at Birkenhead have, it appears, made a strong stand against the street railway there, on the ground that the trains run on Sundays; and the Rev. J. H. Gurney, the rector of St. Mary's, Bryanston Square—who, with his income of £1,100 a year from his living, in addition to his prebendary's stall at St. Paul's, of course stands on a pinnacle elevated far above the vulgarity of fourpenny omnibuses—expressed his warm approval of the course pursued by his provincial brethren, and would no doubt go in his carriage to preach a sermon in their defence on any designated Sunday. But this is quite a subordinate detail. Whether omnibuses are to ply on a Sunday is a question which has no bearing on the utility of street railways. The present aspect of the case is simply this: the Marylebone Representative Council made a bargain with its eyes open, and has now deliberately broken it. For the sake of our national credit for fair dealing this step must be rescinded; and if the delegates of the ratepayers decline to adopt this course of their own free will, it will be for their constituents to take the matter in hand, and recall them to a sense of their obligations.

THE SOUTHERN REPORTER, *November 9th*, 1860.

We are very apt to complain of the opposition and obstruction offered by English Conservatives to measures of our social improvement and political reform, but for stubborn, unreasoning, vexatious hostility to useful innovations commend us to Irish corporate bodies. The meeting of Council yesterday furnishes another striking illustration of the fact. Some time since Mr. Train, patentee and originator of tramways or street railways, who has successfully introduced tramways into several large cities, where they have worked most admirably, after the merits of his project had been rigidly investigated by a committee in Parliament, obtained legislative sanction for the construction of tramways in all the cities of Great Britain and Ireland that would be willing to adopt his plan. At the last meeting of Council, Mr. Train, through his agent, Mr. Roche, proposed to construct these tramways through the principal streets of our city at his own expense. The experiment was to be for a year only, at his own risk and cost, for the accommodation of the public; and if at the expiration of that period the tramways were found not to work satisfactorily, he undertook either to remove them or sell his patent

o the Corporation. The matter was referred to the standing committee—they examined he details minutely, and reported in favour of the project. After hearing Mr. Roche's tatement, and the report of the committee, the Council, at their quarterly meeting, dopted a resolution in favour of Mr. Train's proposition. But, at the meeting of the Council yesterday "a change came o'er the spirit of their dream." A feeling of ndignant surpise was expressed against "indecent haste," and precipitate measures. The coryphaeus of the opposition stood up, and triumphantly waving the act of Parliament in his hand, proceeded with strong-fisted table-thumping, and by the blustering declamation of a village attorney at Quarter Sessions, while raising his paltry quibbles against a process before "his worship," to read clauses directing certain notices to be given, and formal preliminaries to be complied with, before the work could be proceeded with. What admirable technical objections! We must, however, do the learned and honourable gentleman the justice of stating that he disclaimed all pretensions to originality, as hecandidly declared that he was crammed by others with his recondite legal lore for his grand exhibition. But could there be anything in the world more contemptible than these "original" extracts so pompously enunciated? Mr. Train never for a sihgle moment contemplated proceeding with the work until all the formal preliminaries prescribed by the act of Parliament had been complied with. Had Mr. Train commenced, or were he about to commence his work, without having complied with the provisions of the act, such arguments might have been employed by a Chancery lawyer in applying for an injunction, but at present they are simply puerile, irrelevant, and ridiculous.

What does Mr. Train do? He merely requests the Council to give their sanction to the undertaking—he asks their countenance, their support, their patronage. When the municipal approval shall have been given, he is then ready to comply even to the minutest particular, with legislative requirements. Though the Council is often disorderly enough, and scenes of altercation occur as exciting and amusing as any post-prandial displays, Mr. Train never endeavoured to turn a practical business project, involving great commercial facilities and accommodations into a "hip, hip, hurrah" conviviality. He undertook to construct and work those tramways at his own expense for twelve months, for the public benefit and convenience, and at the expiration of the period to surrender them to the Corporation on equitable terms, if they wished to carry on the undertaking *pro bono publico.* There appears to be some extraordinary delusion abroad about this question. Mr. Train never asked the Corporation to give him their streets as a profitable monopoly for his exclusive benefit. He merely asked to be allowed to construct tramways at his cost for the public advantage, which tramways the citizens of Cork would be entitled to use for their own commercial operations. But all this vulgar clamour and misrepresentation must prove utterly futile in the end. Tramways are the inevitable corollaries of railways and electric telegraphs. It is not in the power of ignorant presumption, quibbling chicanery, or brazen-fronted audacity to bid, Canute-like, the advancing waves of intellectual and mechanical progress to stop at certain antique landmarks, and flow no further.

Town Council, Nov. 8.

An adjourned meeting of the Corporation was held in the Council Chamber yesterday, (Nov. 8th) for the purpose of considering the report of the Pipe Water Committee, recommending that the Council do apply to Parliament for a bill to enable them to borrow an additional sum of £30,000 for pipe water purposes, and for the despatch of other important business.

The Mayor presided. Also present—Messrs. Scott, Keane, Unkles, Julian, Dwyer, Foley, O'Flyn, E. Scott, J. G. M'Carthy, J. F. Maguire, M. P. Finn, M'Kenna, M. Goold, E. Barry, B. Sheehan, M. Collins, D. Daly, Jeremiah Carroll, Jameson, Shaw, Exham, E. Burke, and P. O'Connel.

Mr. E. Scott moved that the question of granting liberty to Mr. Train to build a tramway through the city be referred to a committee.

Mayor—I thought it was adjourned for a fortnight by the committee until we get the Recorder's opinion.

Mr. Young—I object to having the matter deferred in this way from day to day.

Mr. Shaw said he could hardly credit what he had heard—namely, that after a gentleman putting them in possession of his views, they were going to take advantage of them, and have the work done by local contract. If they had any reason for delaying the work, it should be to enquire whether it would be of any injury to the streets; but as a corporate body, it would be dishonourable of them, after getting Mr. Train's views, to take the matter out of his hands.

Mayor—The committee don't want to be in too great a hurry about this matter, as it is very important, and there is not much time lost yet. Mr. Train is quite willing at any time to fulfil his promise.

Mr. Exham—It was decided that the matter should be finally arranged to-day, and Mr. Train was told that the Council would give a decided answer to-day, one way or another.

Mr. Julian—I would like to ask what proposal we have before us. It would be well if we had Mr. Train here; but in his absence, we can know from Mr. Roche the exact state of the case.

Mr. Gregg said the matter was about being carried in a hasty manner that day week; but the matter was referred to committee, and they were as much in the dark at the present time about the matter as ever. It was recommended that the opinion of the Recorder should be taken as to its legality, but if Mr. Train was willing to take the matter up, that would never stand in the way, as similar works had been executed at Westminster and Liverpool; but they were then no more in a position to give an answer than they were on this day week.

Mr. Maguire said he could not form one of a public body who would attempt to turn a question coming before them for a private purpose, and therefore he at once repudiated the taunt so far as it referred to himself. A proposal was made to them under such circumstances, and nothing could be so ridiculous as to give it a hasty answer—a bravura of a hip, hip, hurra after dinner. They were acting under an act of parliament which was a more formidable thing, and he had it there for them, and he dared them to deviate from it. They had several able lawyers in the council, but they would allow him to tell them what the law was upon this subject, and what it required of them. Mr. Maguire then read the section of an act of parliament in reference to tramways, showing that contractors were bound to serve the grand jury with notices, as well as maps, and a full description of the works in the month of April and May, previous to which they were commenced. He continued to say that there were an immense number of formalities required, not for the interest of the promoters, but the protection of the city. When the right time came, and all the arrangements are completed, they would be then in a position to give Mr. Train his answer. A similar application was made to the corporation of Belfast, who were as wise and as able as they were, and represented a larger community than they did, and they did not consent to it.

Mr. Scott—Not a larger community.

Mr. Maguire—Yes, certainly. I know nothing under heaven about Mr. Train. I believe he is a most respectable man, but am I to give up a work to him in preference to a fellow citizen, and have the advantage ourselves? We are not in a position at present to give any answer.

Mr. E. Scott—Mr. Train proposed that he would give the work up to the Corporation at the end of a year, if it were not agreeable to them to have it continued, or to any other body who might wish to take the matter up. If Mr. Train does not wish to go through the necessary formalities, I think it a matter for himself to consider, and and not for this corporation (hear, hear), and whatever body takes up the matter will have to pay Mr. Train for the use of his patent.

Mr. O'Connell said the matter should not be introduced in the corporation until the formalities were complied with, and until that was done, every citizen of Cork could obtain an injunction to stop the work.

Mr. E. Scott said that Mr. Train first wished to ascertain the feelings of the corporation on the subject.

Mr. Daly said more discussion was useless, as the formalities should be complied with before they would have anything to do with the question.

Mr. Cantillon moved that it be adjourned till the first of May, as Mr. Maguire suggested.

Mr. Carroll seconded the proposition.

Mr. Maguire said it was not he who brought forward the Act of Parliament, but he happened to attend the meeting of the committee on the previous day, and the law agent and town clerk were there, one of whom pointed it out to him.

Mr. Roche, on behalf of Mr. Train, explained that he was well acquainted with the act, he being the father of it.

Mr. Maguire—Mr. Ferguson was the father of it.

After some desultory observations,

Mr. Gould proposed that it be deferred for a month, which was unanimously agreed to.

Adjourned.

TRAMROADS.

(From the Scottish Press, *November* 3.)

Understanding that the following is being circulated in Birkenhead by an old friend of mine, who now heads the opposing interest, and supposing it to be enclosed for my especial benefit, I insert it here in order to give it the widest possible circulation, expressing, at the same time, my thanks for his continued opposition to the great scheme of the age, which opposition has acted as a resisting power to give me a new impetus.

"The age of omnibuses in crowded cities has passed:—the age of street railways has commenced." So says Mr. George Francis Train, one of the most indomitable agitators for his "idea" that ever urged tongue or pen. We like him none the worse for his pluck and faith in his invention, or for his determination to protect his rights;—only we are a cautious and somewhat opiniative people, and do not care to have any new fangled notion thrust down our throats,—and we consider the closing paragraph of the grandiloquent preface to his pamphlet on street railways as partaking too much of the Barnum style of composition, when he says—"The egg will shortly be chipped in this country under my patent, at great cost and labour, and I shall endeavour to prevent my chicken (as is too frequently the case with valuable inventions) from becoming somebody's else's hen." The forced incubation, notwithstanding, we feel inclined to watch. We know, just as well as Mr. Train does, that most great mechanical discoveries have been pronounced at the outset, even by scientific men, to be idle dreams, and it by no means follows, because his street railway system has been doubted and scouted in several quarters, that therefore it is not a public utility. But we know, equally well, that many a nostrum and piece of quackery has been greedily accepted by sanguine and facile persons, who have lived to regret that they were not more cautious. We have a saying in Scotland that "there is luck in leasure," and "a canny Scot" is itself a proverb. There has been no end of Mr. Train's jubilant apostrophes to the town of Birkenhead, because its citizens were the first to recognize and adopt his plans, or, to use his own classic language, because "Birkenhead opens the ball," but although the application of a street railway has only been in operation in that town for a short period, already has it encountered the most strenuous opposition. The *Liverpool Mercury* says that a large and influential portion of the community of Birkenhead and

the neighbourhood are moving in opposition to the street railway system as at present existing at Birkenhead. Most of these gentlemen are greatly interested in the prosperity of the Chesbire side of the river, and were in favour of giving Mr. Train's system a fair trial; but finding, after some experience, that the rails as at present laid down are not only highly inconvenient to the traffic, but positively dangerous, especially at the curves, they have petitioned the Commissioners of Birkenhead on the subject, in the hope that it may not be requisite to take stronger measures to obviate the evil. The deputation, which waited upon the Commissioners, were men deeply interested in the prosperity of the town; and, when we mention the name of Mr. Samuel Stitt among them, we are aware that it will prove a guarantee to many gentlemen in Edinburgh, Glasgow, and elsewhere, that the opposition is of no factions or foolish kind. A petition signed by 108 highly respectable persons was presented, in which they say:

"We consider that the street railway, as at present constructed, is highly dangerous for horses, carriages, carts, &c., especially at the curves, and we consider it manifestly unjust that we should thereby be deprived of the use of the public roads. This is the practical effect of the rails as at present laid down in the streets, which we are compelled to avoid if we would escape danger and injury. You are doubtless aware of the numerous accidents that have taken place: and as we are constantly liable to a repetition of them so long as the cause exists, we respectfully call upon the commissioners to take the necessary steps to abate the nuisance, or to restore the streets of Birkenhead to the purposes for which they were originally constructed."

This is no flattering picture of an invention heralded by such a flourish of trumpets; and the lesson it reads to all is to let well alone, until they are fully satisfied that something better has been discovered. The public are not to be deluded with fine lithographs of street saloons doing duty as omnibuses, and of fabulous awnings and locomotive luxuries to make one wonder why all the world does not instantly adopt Mr. George Francis Train's system, as an idea which does not admit of cavil. It is too serious a matter to have our principal thoroughfares cut up and destroyed for what, as far as we can see, promises to be a very doubtful improvement; and then, like the Birkenhead people, seek our way back, after the mischief has been done.

Apropos, and by way of parenthesis, of Mr. Train's mode of pushing business, or, as we have rather coarsely described it, of thrusting his plans down people's throats, we observe a Parliamentary notice actually being advertised in Edinburgh that some anonymous persons intend to apply for a bill during the ensuing session to have street rails laid down in some of our principal thoroughfares. We like a joke, when it is a joke, and one can see its point; but this is a practical jest much beyond the usual range of the article, and we would like to know, in the interests of the public, who its author is. The Town Council have remitted the question to a committee to examine, and the Paving Board, listening to the wise and admirable suggestions of their chairman, Mr. Leburn, have followed suit, resolving to wait for better evidence of the success of the system than the case of Birkenhead, the flaming descriptions of Mr. Train, and the elegantly lithographed carriages afford. It is neither unreasonable nor improper, then, to wish to be informed who the parties are who have usurped the place of our public boards, and especially would we desire to know whether Mr. Train himself has been thus prematurely and presumptuously intermeddling in our affairs. We are told that in the United States these street railways are greatly prized. Now, if there be a city in the world adapted for them it is New York, with its long, straight, broad streets, and its dead level; just as, if there be a city in the world for which they are not adapted, it is Edinburgh, with its streets not broader than to afford room for ordinary traffic, and its numerous steep inclines. And what is the testimony of a New York citizen, writing to the London Journals of date the 18th September last? He says:

"I am a citizen and property-holder in the city of New York, and have had some experience in the operation of street railways. Allow me briefly to exhibit a few objections to the introduction of this system of locomotion into London. The streets

of New York running north and south are called avenues; they are uniformly one hundred feet wide, and about ten miles long, being parallel to each other throughout that entire distance. These streets alone are laid with railways, no other street being wide enough to admit a double track, and leave space for ordinary traffic. The rails occupy the crown of the road, and the constant travel of the horses along one path wears away the pavement, so that the rain gathers in pools both in the hollow of the rail and on this worn path, and aids in cutting up the road effectually. Ordinary carriages, unless made to fit exactly the gnage of the rails, cannot travel on them: and when they do, the wheels cannot be released from the track without a severe wrench. No carriage can cross the road without taking the rails at right angles, or nearly so. If crossed obliquely, the wheels may catch on the track; and I have often driven my horses for thirty or forty yards, pulling at an angle from the carriage to release it, while the vehicle itself was running along the rails. It would be almost impossible to drag a car laden with fifty people up Ludgate-hill, or Snow-hill, or Pentonville-hill. I question very much if it could mount Piccadilly. A horse can only draw with part of his weight, and it would require a team of carthorses to overcome the weight of nearly three tons on such a railway grade. New York is nearly a level. I can only recollect one very slight incline in Centre-street, and to accomplish this ascent—short and imperceptible as it is—the cars make a rush at it, and dare not stop until up. There are four avenues in New York not laid with rails; these are Broadway, Madison, Fifth and Seventh avenues. The value of house property, both for business and residence purposes, in these avenues has enhanced in value in a most remarkable manner, while in those avenues where railway traffic has been introduced the value of houses and real estate has not advanced in the same ratio, and in many cases has seriously depreciated. The railways have not superseded omnibuses; the latter vehicles continue to ply successfully side by side on the same route with the cars. A great number of omnibuses ply also on the four avenues above mentioned, free from the nuisance of the rails, showing that the objection of the residents is not to the traffic of the public vehicles, but to the railway nuisance. An attempt was made last year to obtain permission to lay down a track on Broadway, but it was universally and successfully resisted. Street railways were introduced into Boston about three years ago, amidst considerable opposition and doubt, and the experiment has just been tried in Philadelphia. In this latter city, the streets being of ordinary London width, it has been found impracticable to lay a double track. Wherefore you can only travel in the streets in one direction, and, returning to go home, you are landed in another street, and make the rest of your way back on foot. Philadelphia is so cut up and defaced with these trams as to injure materially its streets for any other kind of trade."

This is not a peculiarly encouraging description, nor is it a solitary testimony. In the *Liverpool Mercury*, of Friday last, is a letter from a gentleman in Boston, which concludes thus:

"Well made and properly kept roads being unknown here, doubtless had a large share in first starting those horse railroads. In the city the streets are usually very well paved, and within my recollection there has seldom been any cause of complaint in Boston. I would suggest that a committee of those most desirous for the introduction of horse railroads in Liverpool be sent over here for one week, and be compelled to ride out every day for a couple of hours on the lines of those roads, and I guess they will return home better and wiser men, and content for the remainder of their days to let well alone."

We attach more importance to communications like these than to Utopian speculations and reports of interested engineers and surveyors, however plausible and ingenious, and although sustained by enthusiastic gentlemen, earwigged into the belief that they are doing homage to genius and patriotism at one and the same time. We say, give us time, don't take away our breath with the suddenness of the proposal; don't cause us to sin in a hurry, leaving us to repent at leisure. We have a reasonably good supply of street omnibuses and they are much superior to those generally in use. We would

like to have this simple question answered, and thus we will get into shape with the discussion—What are the advantages and disadvantages of street railways over well paved streets, and wherein consists the superiority of omnibuses on railways, to omnibuses such as we now possess? With all our reading, and we have read a good deal on the subject, the advocates of street railways have invariably assumed the question to be proved; and while we will not predict that no improvement upon our present system can be introduced, we protest against an experiment so gigantic and perilous. We believe that in Edinburgh it would result in failure and disaster, and never were we more satisfied of the propriety of caution before our authorities commit us to any such rash undertaking.

SOUTH LONDON NEWS, *Nov.* 10, 1860.

STREET RAILWAYS.

Prejudice is immortal. No difference that it has been proved to be a sinner, in every nation ever since the murderous prejudice of Cain. It has a strutting, swaggering vitality to oppose, not only untried theories, however rational they may be, but also to fight against facts, the most palpable that can present themselves before the human mind.

It was in full trim in the Lambeth Vestry meeting last Thursday evening. Its bombastic assumptions in opposition to the street railway scheme were enough to introduce a fever of laughter throughout the parish. When gentlemen talked of the roads and streets of London, as if they were now as smooth as a table (a comparison used by one of the vestrymen) and demanded that the street railway should be so even with the road as to prevent horses stumbling, a stranger might suppose that there are no such things now as holes in our streets causing our 'buses to pitch like ships on sea; and that there are no stones standing up now in the middle of many a street, some inches above the level of the way; and that no horses ever tumble in the roads now.

Prejudice has an useless memory, or else vestrymen would recollect some of the complaints which they have made at different times against the state of their roads and streets. And, supposing that the railway should occasion no more accidents than are at present, it may be worth trying this scheme for other advantages than the prevention of them.

Then again, at the above meeting we witnessed how prejudice could as usual ignore existing facts and treat them as dreams. It made no difference that street railways had been in prosperous existence for seven years in America, in its principal cities, and on its most thronged streets. All this was a myth to prejudice. New York itself might be no reality, only a big Jonathanic absurd joke. No matter to prejudice that iron was iron and horses were horses on the streets of New York as well as on those of London. If the iron rails have not made the horses stumble there, if ordinary vehicles there have crossed the rails at all angles without injury to spoke or wheel, if even the deputation from the Vestry to Birkenhead could testify that they could drive an old hack, almost paralyzed in limb, drawing a corresponding vehicle, without the slightest accident when they took every method of testing an unroughed rail, and if vehicles now cross our own railways at all angles on many roads, what can rational belief require more as *evidence?* But prejudice, like its kinsman bigotry, is proof against all evidence. Its stock in trade of terms are such as "my opinion," "my belief," &c. And it is remarkable what infallible airs of assurance it assumes.

But if you give it time, if you coax it, pay great deference to its autocratic ukases. and cater a little to its ignorant self-love, by a trifling concession, it often becomes very docile, and indeed may become a convert, when it has taken sufficient time to glorify itself for its dignified prudence in not being "too hasty to take up new things," when often it is no prudence at all, but a proof of its being a stupid or a negligent scholar. No doubt on account of this state of men's mind it is as well that the decision of the

Vestry has been postponed until the next meeting. By that time the excellent report of the committee in favour of street railways in Lambeth will have been read and studied. A fortnight's reflection will accustom the minds to look upon the arguments in favour of this scheme with a friendly eye. Many things that apparently at first are unbearable become by companionship not only tolerable, but desirable. Almost all our mechanical improvements have been regarded at first as nuisances or evils.

In all matters of this kind a man should tutor himself to accept a thing at once however new it may be to him, when he has sufficient evidence in its favour. Juries, commanders in war, captains on sea, &c., are obliged to act on new evidence at once, even in matters of the most momentous consequences. In the street railway scheme a suitable car is made, which will contain about 40 or 50 persons to be drawn by two horses. The car has a brake by which it may be stopped almost instantaneously. It is too late to say that this is impossible, for it has been proved abundantly in America for seven years.

The cars are large and commodious, and might be constructed with first and second class apartments. The fares may be reduced 33 per cent. to what they are now. The ratepayers would be relieved of a portion of the road tax, for the wheels would not tear and wear the roads. The 'Times' was one of the first to advocate street railways. It has warmly urged their adoption. It has been stated that they would "enable three times the number of passengers to be carried by existing horses, with a vast reduction of fares, and would remove noise."

The 'Engineer' has sanctioned this scheme zealously. It says, "we hear of an objection, that cars running on the (rails) could not turn out of the way so as to enable other vehicles to cross the line out of their course. Surely such an objection is a joke! Is it absolutely necessary that every butcher's cart should cross a street at the rate of ten miles an hour, and that at a moment when so doing would detain perhaps sixty persons until the driver had gallantly cleared the tramway? Is this a desirable state of things?'

By going quicker and easier than the ordinary omnibuses, this railway car will be a great convenience to those who wish to go in time to a railway station. Persons now spend as much time in coming from Paddington Station to London Bridge, as they do in going from London to Windsor.

The construction of these railways is such, that they will not be an inconvenience to gas or water companies, or any others that may require to interfere with the street.

Street railways will keep the carriages on direct lines, and save the expense of keeping a police staff to direct the course of vehicles. Passengers can go in and out of the cars with ease at four places.

The cheapness of the fare and the quickness of the speed would be a great boon to the working classes.

There can be no objection against trying street railways, but such as have been raised against numberless other schemes which have proved eminently beneficial. And, as Mr. Train only wishes to have the opportunity to show the experiment at his own cost, risk all possible difficulties himself, raise the rails and put the roads as they were before in case of failure, and give ample and satisfactory guarantees that this shall be done, nothing but blind prejudice or malicious interest could prevent him making a trial, especially when such a scheme is so much needed in London where the traffic often blocks up business, and a possible incalculable injury to thousands.

We shall return to the subject again, as the reasons in favour of this scheme are so abundant.

SOUTH LONDON NEWS, *November 24th*, 1860.

LAMBETH VESTRY AND STREET RAILWAYS.

Sometimes a man would think that logic, common sense, and facts, were never in-

tended to be the guide of men's reason, but that they had simply to exist for the purpose of being sacrificed. They have always been the terror of oppressors. Against them tyrants erect prisons and excavate dungeons. Their apostle is always a nonsuch, a prodigy, an impersonation of what is termed a crotchet, however unmistakeably he may magnetise all the good that may be neglected and unattracted in all the habits of every day life. Garibaldi is after all no more than an apostle of common sense in politics. Such is also Mr. Train with regard to street locomotion.

The defeat of his street railway scheme in the Lambeth Vestry last Thursday evening was not owing to the success of logic or of common place fact. This is proved by the kind of arguments used, if such a misnomer can be applied with any propriety to the conglommerations of selfish contradictions which were exhibited. Mr. Knight, like Richard the Third, was the leading lion in the crusade. His roar was powerful and was echoed, especially by the large floating corks, and "nothing like leather" gentlemen. He seriously objected to the railway because some local aristocratic knight or baronet would not run his carriage on the street where the rails were laid down. Of course the sun must go round the earth to please the Pope, and Galileo must be imprisoned. And the radical Mr. Knight sees something objectionable in an improvement which may excite the animosity of the aristocracy. If he does not mean this, why mention the case of Sir E. Cust as an opponent to street railways? According to this reasoning, if he be consistent, we shall never hear of him objecting to the principle of church rates any more, for fear of offending some aristocrat! He said that those who had promoted the laying down of street railways were personally interested in them. This was his objection to the scheme. Is it quite clear that he was not interested himself in going down to Birkenhead to find out myths which heated prejudice poured into his ears? And were not those whom he cheered on to victory as their captain in the Vestry interested? Is it not true that some parties went about before the meeting and prayed their *chums* to back them in opposing the scheme, stating what a loss it would be to them if Mr. Train should be permitted to carry out street locomotion reform? Alas! We shall not get rid of this sweet doctrine of protection so easy as the Cobdenites may suppose. Did Mr. Knight and others not plead the arguments of the interest of shopkeepers in Westminster Road, against the scheme? And was it not as rational that interests should be for it as against it? "What is good for the goose is good for the gander." And is it not passing strange that the very parties who pleaded so energetically, so philosophically wise, apparently, against the danger to vehicles crossing the street rails, and many other ruinous consequences to that mystical being the public, were so much afraid of the *success* of Mr. Train's scheme, that they called up all the sprites of past memorable displays in Lambeth to stop the *ruin* of their trade by the success of Mr. Train's scheme? Messrs Cabby and Omnibus were in the gallery in their court gorgeousness echoing the gallant band for protection below, who were in true Colonel Sibthorp style cheering, talking, interrupting, &c., to defend their snug rookeries which have been invaded by the strange bird from America. Mr. Train never made a greater mistake than to prove the possibility of the success of his scheme. He left no room for cavil to use a single real argument against its success. And the greatest mistake of all he made was that he would take all the risk and all the expense upon himself. What a godsend it would have been if he had left the plea of expense to his opponents? What serious lectures Mr. Plews and others would have delivered against any more money being expended by the parish than that which is demanded by the actual state of things? If personal interest would have put such a garb on, how kind, condescending, and sympathetic it would have been towards Mr. Train, as a disappointed person at the rejection of a scheme which might indeed be a very good thing, if the parish could afford it. No! Mr. Train stripped local interest of this covering, by taking the expenses upon himself. Even this interest must not fight under its own flag. It must take up another. And, although in its heart of hearts it knew that its own fears of his success proved that all the froth talk on Thursday night about the danger to waggons, carriages, &c., was nothing but a collection of deceptive empty

bubbles, yet this froth was blown about to belather facts, common sense, and logic, so as to hide their true features. So irrational had interest and blind prejudice become, that they wanted to pick up some golden grains of reasons in the fares Mr. Train would charge, and the profits he would secure; the same as if those who talked about such things were too virtuous to think of their own profit in any case. But even on this point Mr. Train was too successful in meeting their objections. And they were obliged to be significantly silent at last on this point. But there was another golden atom! would he not ultimately monopolise the road? How, good gentlemen? By being too successful in attracting the public? Old interest here very nearly came out in its true colours, for Mr. Train has proved by practical evidence in America that other vehicles could go along the road as usual. But suppose if success would give him the monopoly, have not railways through the country done the same? Does not the subterranean railway, that of Charing-cross, and others aim at doing the same? And do they not all endanger the "craft" of omnibuses and cabs? How like the silversmiths of Ephesus some parties in the Vestry were on Thursday night? Not that we would advocate any new scheme, however valuable it may be, that would jerk society all at once into the bog of ruin. Let the reform be gradual, the same as that of the spinning jenny, &c. This is all that Mr. Train asks for. Then the argument about the difference between the traffic of Birkenhead and London was paraded about as if it had the weight of a sledge hammer. But if the opponents had reflected without prejudice they would have seen that that argument was nothing against laying down the rail in Westminster Road. For if the roads in Birkenhead would suit any number of vehicles going along them besides those of Mr. Train, that would be sufficient to prove that any other number could. When Mr. Plews pictured in his own infallible *ex cathedra* Solon manner, how draymen and others might defy the American driving his car and keep their drays on the road, he seemed so much at home as if he drew his picture from life; which no doubt was the case, for we have 'buses, cabs, and carts that exhibit very exciting oppositions in trade often on the streets of London. It was considered a great fault that the street railway offered facilities for the working classes to go out into the suburbs. This is done now by railways. And will be the case to a greater degree yet, when several new railways will be opened. And surely a boon to the working classes ought to be regarded as a recommendation rather than an objection to Mr. Train's plan. It is a great pity that Mr. Goddard did not go to Birkenhead. It would have saved him the waste of his mere jokes about the health and food of the committee who went there, for no doubt he has no objection to enjoy the committees' five shillings fee which the Lambeth Vestry gives to meet the expenses of committee-men. We are sorry that Mr. Frederic Doulton was not present to counteract a little of the sentiments of his brother, who, no doubt, upon mature examination of the facts, will yet become an advocate of Mr. Train's scheme.

Mr. Train, it appears, has contracted with several Vestries on the North of the river. He is going to lay down rails from the Marble Arch to Notting Hill, in Shoreditch, and elsewhere. When all other parishes will have adopted the improvement, perhaps Lambeth then will be compelled to copy them at its own expense.

ENGINEER, *December* 18*th*, 1860.

MR. TRAIN AND STREET RAILROADS.

Mr. Train gave a lecture on Tuesday evening at Greenwich. After a variety of amusing illustrations, many of them from his personal experience, he said in reference to these railroads: Having drifted back to my subject, I may as well explain to you what a street railway is. Well, then, to commence, a street railway is not a long train of carriages propelled through the Strand by a 30-horse power engine, as some seem to have thought. It is simply what you see by these models. [Here Mr. Train went into the details of the system.] He argued the superiority of his system of relieving

crowded streets, by giving additional facilities to locomotion in what he terms his stock phrase: Saving of time—no jolting—less confusion—less noise—fewer accidents—no mud—less dust—more regularity—more attention—more comfort—better light—better ventilation—greater facility of ingress and egress—in short, superiority in every respect over the old omnibus. Saving of rates and increased value of property mark its introduction. Instead of being packed like herrings in a barrel, you have an elegent carriage where you can sit, or stand, or walk, inside or outside; something as superior to the preambulating coffin now used as is the air-tight state-room on ship-board inferior to the elegant drawing-room on shore. My experiences before some of the vestries may interest you. One and all said, don't trust yourself with the parishes. Don't depend on their honour. Then came sundry opinions about the aforesaid corporations, not as complimentary as we would suppose. The moment you put down your rails up they'll come! No, I replied, the people won't permit it. Bold indeed is he that dares to deprive the hard-working man of his carriage as he wends his way homeward from the toils of labour—for my car is a luxury to the poor, and those we have always with us. I would rather put my faith in parishes than in princes; and I beg to make this public acknowledgment that, having been before most of the committees and vestries in London, I never in my intercourse with men have met with more civility, more courtesy, more desire to open the door to me, if it were possible to do so consistently with their powers. All seemed anxious to give me a hearing. Some wanted to see the plan in operation; others voted me thanks for the explanations; whilst some decided there and then, like the Hackney, Shoreditch, and St. Saviour's parishes, and the Metropolitan Board of Works, to let me give it a trial. Some of the questions were most amusing. Forgetting the dignity of the Solons of the council, I could not always resist the temptation of responding so as to cause the laugh to turn upon the questioner. How, asked an old gentlemen, with an impatient air, how, Mr. Train, would you get through the toll-bar? Simply, sir, I replied, by paying the toll. Another begs to remind me that the omnibus company run off their opponents by nursing them, and asked what I should do if they nursed me. I could but say in reply that as mine was a full-grown child it did not require any nursing. Many objected on the ground that the rails would injure the horses' feet: but I am responsible for such accidents. Supposing my horse, said a distinguished parochial authority, should fall down on the rails, would you pay me? If you prove to me that your horse would not have fallen had not the rails been there, most certainly, I responded. Again, the draymen were held over me. What if a heavy dray stops in front of your car? I would politely request him to move off, and I am sure he will be so astounded at a little politeness that he would do so. All these men require is civility, and that of the commonest kind. Keep your elbow by your side in moving through a crowd. It is just as easy to smoothe the hair down the right way. A soft answer turneth away draymen. There is nothing so cheap as civility, and nothing so much appreciated by the poor as well as the rich. Apologising for touching upon so tender a subject, the chairman or some inquiring mind would allude to the security. As the timber, rails, and carriages cost some twenty-five hundred pounds, and the cost of repairing and replacing the road better than before was only four hundred, I showed them that they had six pounds of security to one of risk. But the iron and wooden ducats did not always answer, hence demanded the pound of flesh. Then I tendered gold with the portrait of the Queen thereon, and I have offered a thousand pounds deposited in the Bank of England for the Marble Arch Line; but the gentlemen in Victoria-street insist upon looking upon me as a pirate. They asked me for bondsmen. I gave them some good names, unfortunately one had resided for fourteen years at Fenton's, and both were Americans who might bolt any day. I thought of offering Westminster bonds, but was told they would not consider them satisfactory security, so suggested English names, but seeing they were dodging the question, I put money in their pockets. As the vestry decided 15 to 3 for the trial line, they certainly did not wish to throw obstacles in the way; but those to whom the agreement was referred have shown little courtesy in their action. I thought it was my solicitor who, at my

suggestion, in order to simplify the business, was so kind as to send me in his resignation and his bill. However, I am in no hurry, when they are ready I am. Meanwhile, I will give the more gentlemanly officers of the Uxbridge-road the prestige of introducing into London the most popular improvement of any age. By the time I have finished the line from the Marble Arch I hope to continue it down Oxford-street, on my way to the Bank.

MORNING STAR, *January* 19*th*, 1861.

There at length appears to be a fair prospect of submitting Mr. Train's street railway scheme to the test of a practical experiment. After several animated discussions and some opposition, the Vestry of Lambeth have passed a resolution granting Mr. Train permission to lay down a line of rails from Westminster Bridge to Kennington gate. As this road combines great breadth, with the advantage of being a much frequented thoroughfare, the opportunity will be a good one for demonstrating the merit of the proposed tramway. Upon the success of this experiment the action of other parishes on the south side of the Thames will, no doubt, in a great measure depend. Lambeth deserves credit for its public spirit.

SOUTH LONDON NEWS, *January* 19*th* 1861.

STREET RAILWAYS.

Men are strange beings. They require education not only to be men, but also in mature age they are often found to be the verriest infants in comprehending new things, however distinct and intelligible they may be; and they do not become "men in understanding" those new things until they have passed through, sometimes, a painful and mortifying sort of schooling. A truant, just landed in his teens, has no more loathing against his school tasks than grown up men to pay attention to any new claimant to their belief and adoption. The trite, the ordinary, and the old, for them even should they be all crippled, deformed, and ugly. A huge absurdity by becoming a familiar acquaintance becomes at last a pet, upon which grey-headed fondness doats; a monstrosity has a nest in the warm endearments of sages, should he be an associate of some years standing. A Londoner would scarcely be pleased to see old Cheapside as unthronged as Eaton Square. A dead lock of heterogenous vehicles at London Bridge for hours is in his view, one of the most attractive London sights, that give him the luxury of beholding the wondering stare of foreigners and provincials. He sees no fault in London as it is; at least, he does not like anybody else but himself to scold it, and his ire is sure to paint his countenance if anybody attempt to improve it practically. In principle he is like the Red Indian in the backwoods, ready to pity the man who has made himself the slave of the improvements of civilization; for he believes that his own wild habits, taking the liberty to bask idly in the sun, and to enjoy the loneliness of uncultivated nature, are far more blissful than to be dragged at the chariot wheels of city business, and bound down by the chain of fashion.

In the late Vestry Meeting of Lambeth, when the street railway plan of Mr. Train was rejected, the Vestry looked like an obstreperous boy tossing himself about in a wild passion of grief at being compelled to go to school. He would prefer being a dunce, have a little play, and snort out his satisfaction as he gallops out at random like the wild ass's colt in the wilderness. Lambeth would not like the street railway. Her veteran sons who had seen everything seeable in this great metropolis, and who required no one to teach them anything, they, at a glance, could see all. But all this self-sufficiency has been "Rarey" ised and "Train" ed. The discipline, the lessons given and thought of, the remonstrances and the compunctions of conscience, lest they should be ultimately found out to have argued and acted under the power of a selfish delirium, instead of sound reason, have acted like a salutary, but bitter draught upon their constitutions. They were like the man who named himself "legion," ready to

sit at the feet of their instructors in "their right mind" on Thursday evening last. Indeed, fair play to the people of Lambeth, they generally come round to the right point at last; they are like the magnetic needle when shaken about a great deal, which will tremble in apparent hesitation until at last it quietly settles in its northern inclination. They are fond of having a say. It looks wise to be able to criticise such a proposal as that about street railways; and it is some tribute to one's beloved and worshipped vanity, to obtain an apparent credit for having changed, after a careful deliberation, from being an enemy to being a condescending patron of such a scheme as that of Mr. Train. On Thursday night the gallery was nearly empty. None were there to cheer the opposition to street railways as on the previous occasion. Down in the body of the Hall Mr. Knight was absent, and several others who opposed the scheme with much fiery ardour before. Mr. F. Doulton was present, and he did not fail to make his mind to be understood at once in favour of the scheme He was surprised that the vestry could so far forget itself on the former occasion as to reject it. Every speech was short and to the purpose. Very few spoke against the proposal. It appeared as if the vestry had met to do real business. The discussion lasted only about an hour; and when the majority in favour of street railways was announced, enthusiastic cheers burst from many vestrymen. *Lambeth* will now be reckoned superior to Marylebone, its rival, for metropolitan superiority. The people of Lambeth will become proud of the project. They will take the lead in all South London. From all parts throngs will visit her to witness her street railway; and as it will lead to Kennington-park, thousands, no doubt, from great old Westminster will visit that park in fine weather, and put life into its neighbourhood. Prejudices against the railway will melt away like April snow before the sun. Some of the prejudices are certainly very curious, especially one which Mr. Williams mentioned. He said that some had stated that Mr. Train was a Jesuit, and that his object was to blow up London by his railway steam-engine, though he will not have such an engine upon it. It is a pity that the two railways for carriages to go along to and fro should not have been determined upon by the vestry. It would have made the experiment more complete, and would have been better for all parties. We should think that now the vestry has come to its senses, it would not be at all difficult to settle the matter for the two rails to be put down at once. To any mind who looks upon the practical mathematics of space, the proportion of obstructiveness to large vehicles and horses in a rail of five-eighths of an inch, on a wide road; to one who has ever given the least heed to the verification of a theory in actual proofs, such as have been in America and France with regard to street railways, nothing can be more logically rational than allowing Mr. Train full fair play to prove to the people of London the value of a street railway. At every step he will meet with criticism, which will have no friendly eye upon excellence—at every stage of progress he will have to battle with prejudice—and it will be a wonder if he will not have some ungenteel rough opposition from interested parties, who will try to make good their prophecies that the railway will be a failure. Pure fair play is not likely to be his lot. But he was born a conqueror. Like a south-wind thaw conquers the mighty ice, he will so influence his opponents that, no doubt, he will be yet hailed by the very men who have opposed him most. Such transmutations in men are frequently seen in London.

LIVERPOOL DAILY POST, *February 4th*, 1861.

The Birkenhead Street Railway Company deserve great credit for promptly adopting improvements on their line of rails. Mr. Charles Hathaway, who has been extensively engaged in laying street railways in the various cities of America, offered to reduce the height of the rails at the curves to less than one half, and at the same time to make them work easier. He was at once instructed to alter them, and the result proves the correctness of his assertion. The curves are now even with the roadway, and the cars run round them with ease and safety. We understand the company

intend laying a half-inch bevelled rail in Bridge-street. They have just introduced a very light and elegant car from New York, in which we would advise our friends to take a ride to Birkenhead Park. They will enjoy it.

TIMES, *December 20th*, 1860.

CITY COMMISSION OF SEWERS.—Yesterday the Commissioners of Sewers held a Meeting at Guildhall, Mr. Deputy Christie their chairman presiding. A report was presented from the Improvement Committee, to whom was recently referred for consideration an application from Mr. Train, the projector of street railroads, to be allowed to lay down tramways in accordance with his system from Ropemaker-street, the city boundary in the north-east direction, to the south end of Moorgate-street, in continuation of a line from Balls-pond to the Bank, passing through Hackney and Shoreditch. The committee stated that having had a lengthened interview with Mr. Train on the subject, they were of opinion that leave might be given to him to lay down a single line, with sidings or turn-outs, where necessary, in Moorgate-street, and a double line, with sidings, in Finsbury-place, and northwards to the city boundary, on certain conditions which Mr. Train had expressed his willingness to conform. Of these, one is that before the work is commenced Mr. Train shall deposit £325, to enable the Commissioners of Sewers to relay the pavement throughout the whole line, in the event of their requiring him, after the experiment shall have been tried, to remove his rails, or of they themselves removing them. The work is to be performed in the most expeditious manner possible; and if any needless delay take place, the Commissioners reserve to themselves the power to put a stop to the operations. The pavement is to be taken up and securely relaid by Mr. Train at his own expense; and the work is to be proceeded with in one street and in one portion of a street only at a time. The rails and appliances are to be laid down during the pleasure of the Commissioners, and to be removed by Mr. Train within a limited period after the expiration of a month's notice to him to do so. Dr. Abraham submitted that the work should be carried on under the direct supervision of the committee, and that it was desirable before commencing it to ascertain from the city solicitor whether the court had the legal power to authorize it to be undertaken. The Court then passed a resolution agreeing with the report of the committee, and directing the contemplated works to be done under the superintendence of the committee, and that of Mr. Haywood, engineer to the commission, after consultation with their solicitor on the legal question raised by Dr. Abraham.

TIMES, City Article, *January 10th*, 1861.

The Government of New South Wales have ordered, through the Board of Trade, a supply of tram-rails and two cars from Mr. G. F. Train for a horse railway to connect the railway at Sydney with the docks.

AMERICAN ENGINEER, *December 8th*, 1860.

STREET CARS FOR LONDON.

American street railroads, started by Americans, owned by Americans, and equipped with American cars, have at last got a footing in the British capital. Right under the morning shadow of Westminster Abbey, Train has made a beginning with his flat-rail track—just such a rail and just such a track as those wherein the Quaker, City railroads are superior to those of New York—and, turning his back on the House of Lords, he has Victoria-street, and, morally if not geographically, all London before him. Victoria Street, Westminster, is one of the widest, newest, and yet among the least travelled thoroughfares of London. It is, however, in an almost direct line from the

Houses of Parliament to Belgravia, the most aristocratic quarter of the metropolis, and with the American street cars it is likely to become the axis of fashionable locomotion.

On Tuesday last, the ship 'Wyoming,' which left this port for Liverpool, took with her the first of three Philadelphia-built street railroad cars for the new line about to be opened in London. The order for these cars was given by Charles Hathaway, Esq., who has been in London for the last few weeks arranging for the general introduction of our railroad system there. So little time was given, that Messrs. Kimball and Gorton, to whom the order was sent, were compelled to send cars already commenced for the Pittsburg city railroads. The Londoners, therefore, will have no more than a fair sample of our work, neither better nor worse than that which is exemplified wherever Philadelphia-built cars are running in this country. In describing the new car—the Prince Royal, as it is named—we are describing merely the type of the cars used in Cincinnati, Pittsburg, Baltimore, and Boston. The Prince Royal is smaller, and is built for a narrower guage than the Philadelphia cars, but it is as superior, in capacity, elegance, and comfort, to any public conveyance now running in London, as it is superior to a furniture waggon, to which a London omnibus may with propriety be compared. The Philadelphia street railroad guage is 5 ft. 2½ in., or 6 inches more than the "narrow guage" of railroads generally, to which—the 4 ft. 8½ in. guage—the new London line corresponds. Our cars are reckoned as 22 passenger cars, (often carrying 50,) while that under notice is rated as an 18 passenger car. The body is 14 ft. long, exclusive of the platforms, 7 ft. wide, and the height from the floor to the underside of the turtle-back roof is 7 ft. 6 in. The framing is of ash, which is lighter, stiffer, and less subject to shrinkage and warping than oak. The panneling is of white wood. The wheels are Whitney's 30 inches in diameter. The axels are from the Pencoyd Works of A. & P. Roberts, of this city. The springs are of India rubber, which seems to answer the best purpose under the rough usage of street cars. The boxes are oil tight, a close packing being employed around the axle between the journal and wheel. The brasses have a recess, on top, in which a hemispherical projection, on the inside of the upper part of the box, rests, forming a sort of ball and socket bearing. The pedestals (axle-guards, the English mechanics will call them) are of cast-iron, and of the common pattern. The car has brakes, as usual. Inside, the finish is exceedingly plain but neat. Like all American cars and omnibuses, and therefore unlike all conveyances of that kind in Edgland, the windows extend all around the car. Each is a single large plate of American glass. Above each window is a gothic-shaped plate of ground glass, ornamentally figured, and relieving the entablature. The body is painted in lemon chrome, with arabesque ornaments on the sides, and the name, Prince Royal, in shaded skeleton letters below. The style of the whole is, of course, unlike anything in England, yet it is of that character which, familiarized as we are with it here, would be pronounced simple and appropriate. John Bull *may* pronounce it gaudy. The weight of the car is 3,462 lb., and it will comfortably afford sitting room for a dozen John Brights or two dozen little Lord John Russells. It is expected to be on the track by Christmas, when we have no doubt there will be a general turn-out among the parliamentary dignitaries of Westminster to see it. Our English readers will obtain an accurate idea of the appearance of the new car by referring to the cut in Messrs. Kimball and Gorton's card, in our advertising columns.

ENGINEER, *January 4th*, 1860.

In connection with street railways, also, there is much to be done. It is impossible for the barbarous modes of transport at present existing in our crowded thoroughfares to be long continued, now that the public have set their hearts on more civilised systems. London *must* have street railways provided for the heavy and incessant traffic that should "flow," but now lumbers through it. Their introduction would lighten the spirits of the millions who inhabit it, and render tolerable, and even pleasant, that city life which is fast becomming unendurable. Whatever the state of the weather may be, the main

road through London—that by Cornhill, Cheapside, Ludgate-hill, and Fleet-street—is usually so blocked and barricaded with vehicles that even cabs cannot pass along it. The only reliable mode of reaching Temple-bar from London Bridge within half-an-hour of starting is to walk the distance. On this journey, as on many other metropolitan journeys, a man can walk faster, and with far more certainty as to time, than he can ride. Nor is time the only consideration. A ride through the streets of London is pitiless punishment. The delicate anatomy of the human frame cannot endure uninjured the shocks and vibrations to which it is thus subjected. London *must*, we repeat, have railways laid along its streets. The chief impediment to the attainment of this object will now, we fear, be the rivalry of inventors. This must, if possible, be guarded against. We know perfectly well the qualities requisite in a street rail; it must be firmly bedded—it must be strong enough to resist the change of form under heavy loads—it must present no considerable obstacle to the wheels of vehicles crossing it—it must be capable of being kept clear of stones and dirt—and it must, finally, be cheap and durable. It may be added that the less any system of rails possessing these qualities interferes with the existing roads, or renders interference with them necessary, the better adapted it will be to favour economy, and win the public approval. It cannot be hard to satisfy these plain requirements, or to show when any proposed system either conforms to, or clashes with them. The problem of street-railways is not, therefore, difficult to solve, and we may consequently set about its solution with perfect confidence.

We have already mentioned the extension of street railways as one of the engineering operations which we may look for in the metropolis during the year upon which we now enter. We may now say that it is not in London alone that this improvement may be urged. In England—a land in which it is almost impossible to lose sight of industrious cities—the ease and economy of street railways are everywhere needed. Nor is it in streets only that horse lines of railway are required. They are needed in thousands of places, as feeders to the steam lines. Unlike the latter, they find on common roads their most suitable places. The roads are already made, and the population spread along them; all that is necessary for the valuable accommodation of myriads of our people and immense quantities of our goods is to lay down a few rails along them, and place upon them suitable vehicles. By these means much expense might be saved to those who must travel, or transport goods, while multitudes who never do travel now, and masses of goods that never are transported, would be set in rapid and prosperous motion. At the same time there is no good reason why steam traction on common roads should not receive a great impulse during the present year. The Government—great engineering firms like Penn's and Maudslay's—contractors—foreign Governments, and other influential persons and bodies, have shown a great disposition to encourage the use of steam traction engines, and we hope the talents of our professional brethren will this year give us a better machine of the kind than we have yet produced.

CHAMBERS'S JOURNAL, *Saturday, December* 22, 1860.

The newspapers have lately told us of a Mr. Train, of Boston, who has been initiating the introduction of street railways into Britain, at Birkenhead, and is now returned to his own country with a Hansom cab as a model for a similar institution to be inaugurated there. Mr. Train appears to be a gentleman with a nice appreciation of international wrinkles. England would be the better of the street railway, and America greatly requires the cab. In Boston, in New York, and in Philadelphia, the former institution has for some years been largely developed. It usually consists of a double track in each important street, the rails being so framed and placed as to form little impediment to waggons and carriages which may have occasion to cross them. Along these tracks proceed, at frequent intervals, horse-drawn cars, so lowly perched, and so furnished with platforms and stops at each end, as to be easily accessible. For a fixed fare, equal to 2½d. of British money, you can pass in one of the vehicles from one end of the city to another, or for any intermediate distance. It seems to be admitted that

the tracts are, to some extent, an inconvenience to private carriages, insomuch that some families are alleged to have given up the use of their accustomed equipages. But the convenience to the many is obvious, and not to be disputed. In London, particularly, where the passenger traffic of the main thoroughfares is becoming more and more difficult, it is certainly very desirable that the experiment should be made.

THE WEST END EXAMINER, *February 2nd*, 1861.

Street Railways in London. By Messrs. GREENE and RIPPON, Shorthand Writers Mitchener: Eversholt-street, Oakley-square.

THE great problem of street railways for London still remains unsolved. Mr. Train, who has the merit of introducing them into England, is still actively at work endeavouring to induce the various parishes of London to adopt this improved means of locomotion, but his progress appears to be rather slow. The pamphlet before us is a collection of special reports of the debates in the Marylebone Vestry, on the application of Mr. Train for permission to lay down an experimental street railway in certain localities. That the reports are faithful and ample it is superfluous to say, the reputation of Messrs. Greene and Rippon, as experienced and accomplished shorthand writers, and able members of the London press, being too generally recognised to render any eulogium on our part requisite. The reports, independent of their fidelity, will be found highly interesting in their matter.

ST. PANCRAS REPORTER, *February 16th*, 1861.

STREET RAILWAYS IN LONDON, 1860.—A pamphlet, under the above title has just been issued by Messrs. C. Greene and G. P. Rippon, shorthand writers and reporters to the London press. It consists of special and very full reports of the debates in the Representative Council of St. Marylebone, upon the application of George Francis Train, Esq., of Boston, United States, for permission to introduce Street tramways into that parish, with introduction, incidents, opinions of the press, and appendix. The introduction of the work briefly places before the reader the subject of Street Railways, with some of the proceedings and interested opposition encountered by Mr. Train in his attempt to introduce them into the parish of Marylebone. The main body of the pamphlet is taken up with special reports of the proceedings and debates of the Marylebone Vestry, at various meetings between the 14th of August and the 27th October, 1860, when Mr. Train, by letter, desired the Vestry to postpone all action upon the matter, until his system was in operation in Victoria-street, Westminster. The incidents narrate the narrow-minded and interested opposition encountered by Mr. Train in his attempts to introduce Street Railways into Birkenhead and Marylebone. The remainder of the pamphlet, which reaches 128 pages, is occupied with opinions of the public press, and Mr. Train's efforts to introduce his scheme into several other districts of the Metropolis, and to Birmingham, Belfast, Ireland, and Edinburgh. We heartily recommend this pamphlet to all who desire to understand the important subject to which it refers. Every vestryman and member of a district board in the Metropolitan parishes should by all means possess himself of a copy.

BAYSWATER CHRONICLE, *December 26th*, 1860.

STREET RAILWAYS IN LONDON: *Special Reports on the Debates in the Representative Council of St. Marylebone.* By C. Greene and G. P. Rippon. (Mitchener, Oakley Square, N.W.)

The authors of this pamphlet have collected together the whole of the debates which ensued on the application of Mr. Train to the Marylebone Vestry for the privilege of

forming a line of railway through the streets of that important parish, and the cause of opposition (which was as groundless as most opposition is to public improvement) is clearly and forcibly set forth in the Author's Introduction. Class interest did its best; but we feel convinced that ere long London will be encircled by railways, and its streets—despite all the opposition of omnibus proprietors—will have its lines of rail east, west, north, and south. Indeed "'tis a consummation devoutly to be wished for." Those who take an interest in the subject should possess themselves of this little *brochure*.

HAWORTH'S STREET RAILWAY.

We described, some weeks ago, the principle of a street railway, of which an experimental length was about to be laid in Pendleton, by permission of the trustees of the road through that township; and we may now add that 100 yards of the rails have been laid down, near St. Thomas's Church, and an omnibus adapted, so that the operation of the system may be seen any day, by those interested in the matter, by application at the omnibus office of Mr. Greenwood, in Pendleton. The patentee is Mr. John Haworth, of old Trafford, a gentleman who was for a good many years a member of the Manchester City Council, and who has paid much attention to the questions of road paving and street railways. The inventor describes his system as the "Perambulator" Railway. It differs in all essentials from the plan of Mr. Train; and the patentee claims that his rails cannot possibly cause obstruction to ordinary traffic, or inconvenience, by jolting, to the users of other vehicles, whatever may be the case with Mr. Train's rails. We have nothing at present to do with the comparative advantages offered by the two plans; and we shall simply endeavour to state briefly what Mr. Haworth has done and hopes to secure.

The rails upon which the vehicles are to run are laid level with the road; they have no flange or other projection, and their width being only 3in. is said to be insufficient to cause the slightest tendency to slip when horses run along or across them. They have on their under side a central ridge or tongue, 1½in. deep, which is let into the sleepers, to which the rails are screwed. The sleepers (longitudinal) are of Dantzic timber, 7in. deep, with a width of 3in. at the top and 4½in. at the bottom; so that the ordinary paving, with the addition of a little asphalte, binds them down immovably, and gets rid of the necessity for cross sleepers or ties of any kind. But there is also a central rail, which is part of the novelty of the scheme. Taking Brunel's "bridge rail," reversing it, and letting it into sleepers similar to those just described, Mr. Haworth secures a groove nine-sixteenths of an inch wide at the top, three-eighths of an inch at the bottom, and ½in. deep. This is not wide enough to trip or catch any part of the shoe of a horse; and of course the metal on each side of the groove is so narrow that it cannot cause slipping. By making his "perambulator" run in this groove, the patentee believes that he can keep the vehicles on the rails, just as effectually as if flanges were used for that purpose, and with much less friction. The "perambulator" is thus managed:—"A triangular frame with a central bar is attached to the fore axle, and upon the central bar is fixed, on a pivot motion, a bevilled wrought-iron wheel, 9 inches in diameter. The frame is hinged, but the wheel is kept a few inches from the ground by a stout band or rope of india rubber. Thus the frame and wheel can be depressed, the strain of the elastic being the only thing to be overcome; and when the wheel is running in the groove, the fore or guiding axle is sure to be kept at right angles to the rails. A rod passes through the footboard, having a tread-plate at the top, and a kind of pad at the bottom, which is within an inch of another bar attached to the "perambulator" frame. The driver can tell clearly when he gets the wheels on the rails; and to keep them there all that is necessary is to place his foot upon the treddle, and so depress the "perambulator" wheel, which is sure instantly to get into the groove. No heavy pressure is necessary for this purpose; and when the driver removes his foot, he can instantly leave the rails without the slightest jolt—in fact he is then driving an ordinary 'bus on an ordinary road. The patentee claims great merit for this ease of getting upon and

quitting the rails; for, apart from any other consideration, it will avoid the necessity for laying down curves, which it is said certainly are objectionable, and may be dangerous to traffic, though the system adopted be wholly unobjectionable when applied to "straight runs" only. The single 'bus that has so far been fitted with the patent "perambulator" runs upon the experimental length of line in Pendleton with delightful smoothness—just like a slowly-moving railway train; and if the plan was adopted of not laying down curves, the joltings consequent upon going a few yards over our best paved roads, while a corner was being turned, would be very striking reminders of the comfort in street travelling derivable from a railway system.

The estimated cost of a line upon Mr. Haworth's system is £900 per mile, including the re-placing of the pavement, which is said to be a remarkably low figure, resulting from the simplicity of the plan of laying—there being no chairs used, nor, we are told, any one of the principles of an ordinary railway—and the lightness of the rails, owing to their narrowness, not to any sacrifice of strength. The saving in horse-power, and in the wear and tear of vehicles and roads, from any system of street railways, must obviously be great. There are many strong reasons why, in the interest of the public, the general system should be thoroughly tested in some of our large and thronged towns; and the notices given of an application to Parliament for powers to form a company and to introduce a system of street railways in such towns, give token that the question is about to be thoroughly discussed at least. Mr. Train, it appears, has already permission to begin operations in certain streets in this city, but he had not on Wednesday signed the necessary undertaking; and we understand that there would be no difficulty about laying a line on Mr. Haworth's plans, from the boundary of Salford at Windsor Bridge, to Mr. Greenwood's Pendleton offices, so soon as the road trustees give their consent. That length would be sufficient for a really practical test; and the work, we hear, would very probably be undertaken by Mr. John Greenwood, who (for Mr. Haworth) laid down the 100 yards now existing near St. Thomas's Church. Cannot both the systems be fairly tried? We should be glad to see such a thing, speedily, and without parliamentary powers being invoked. If street railways are really useful, let us be so far Americanised; but let us, at any rate, get into settled operation only that which is really the best that is available.

G. HILL, Machine Printer, Westminster Road.

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